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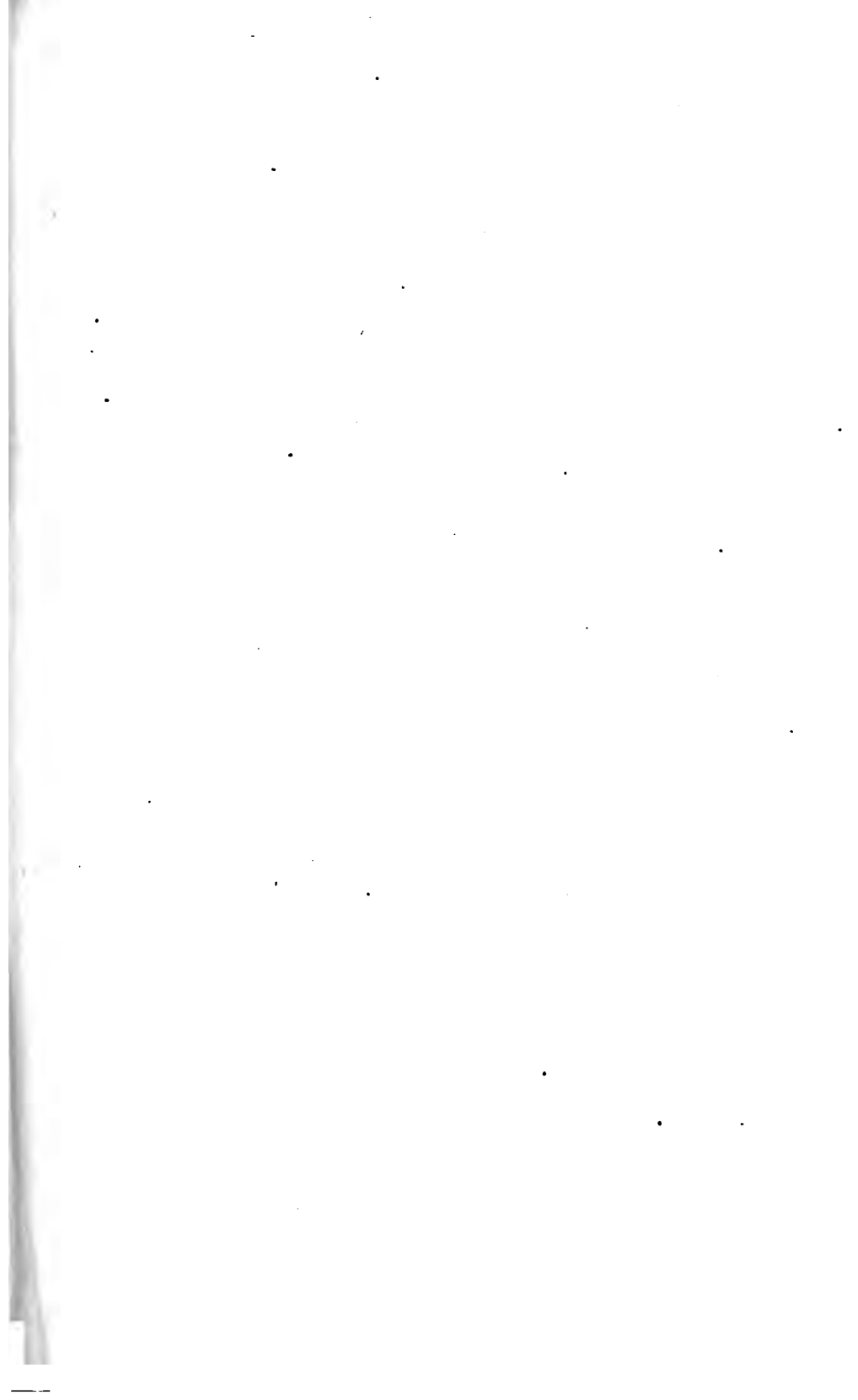
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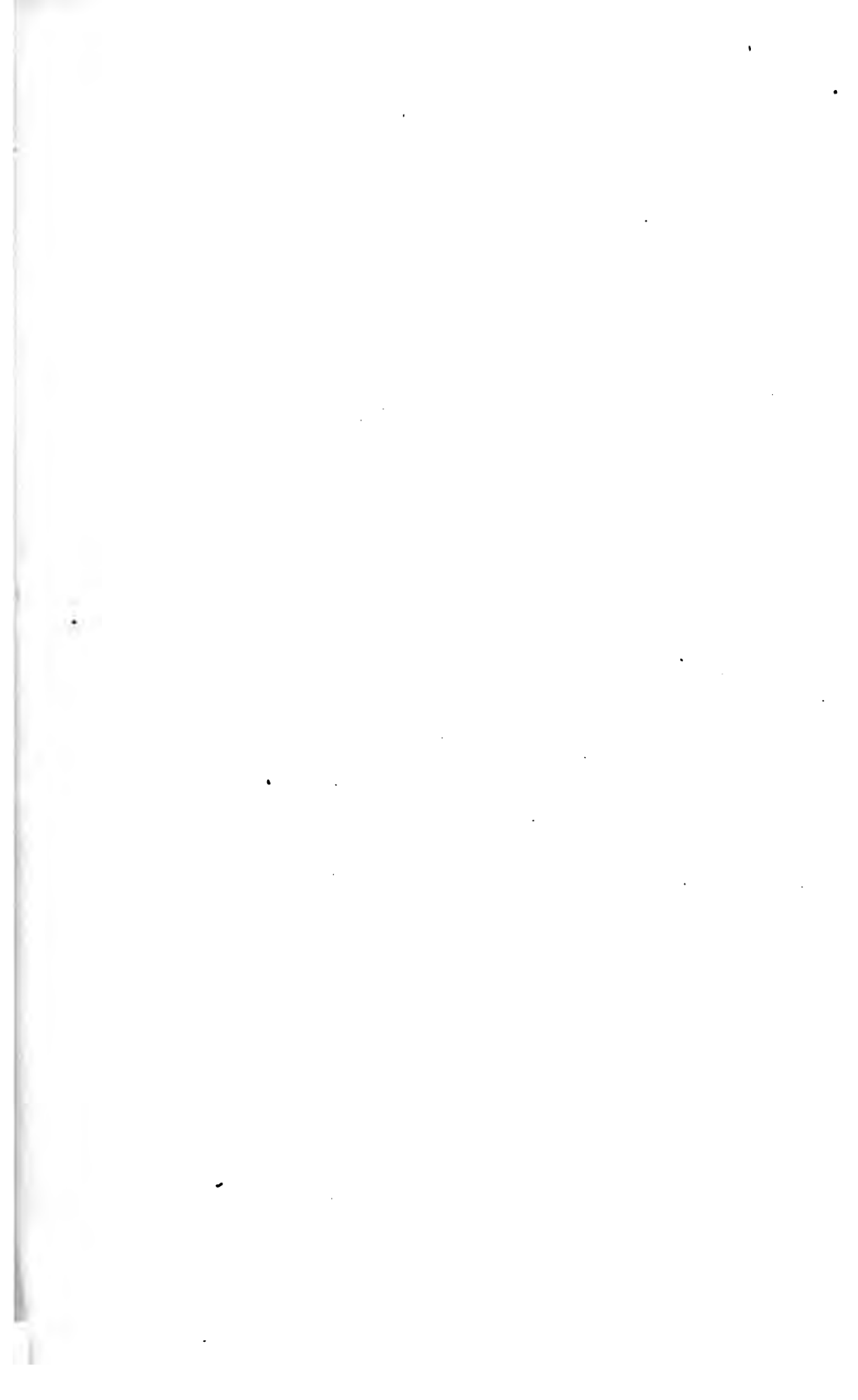
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NINTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

OF THE

STATE OF NEW YORK,

For the Fiscal Year Ending June 30, 1891.

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TRANSMITTED TO THE LEGISLATURE JANUARY 12, 1892.

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COMMISSIONERS:

WILLIAM E. ROGERS, | ISAAC V. BAKER, JR.,  
MICHAEL RICKARD.

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VOLUME II.

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ALBANY:

JAMES B. LYON, STATE PRINTER.  
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TABULATED STATEMENTS.

OF

ANNUAL REPORTS.

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TABLE

## ROADS IN OPERATION —

*Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending*

"d" denotes

| NAME OF ROAD.                            | 1890.                          |                     |                              |   |
|--|--------------------------------|---------------------|------------------------------|---|
|  | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. |
| Addison and Pennsylvania .....           | \$78,348 85                    | \$98,904 33         | d \$20,555 48                | \$9,619 70                                |
| Adirondack .....                         | 182,388 01                     | 134,368 58          | 38,014 43                    | .....                                     |
| Albany and Susquehanna .....             | 3,808,912 68                   | 2,142,722 56        | 1,666,190 12                 | .....                                     |
| Allegheny and Kinzua .....               | 25,428 50                      | 28,596 67           | 1,831 83                     | .....                                     |
| Auburn and Ithaca .....                  | a 11,549 40                    | 10,589 15           | 960 25                       | .....                                     |
| Bath and Hammondsport .....              | 7,779 28                       | 7,307 52            | 471 76                       | 102 48                                    |
| Boston and Albany .....                  | 8,985,519 53                   | 5,689,404 76        | 3,296,114 77                 | 165,549 45                                |
| Bradford, Eldred and Ouba .....          | 47,840 74                      | 38,365 49           | 9,475 25                     | .....                                     |
| Brooklyn, Bath and West End .....        | 99,232 31                      | 77,244 91           | 21,987 40                    | .....                                     |
| Brooklyn and Brighton Beach .....        | 119,799 14                     | 69,946 00           | 49,853 14                    | .....                                     |
| Brooklyn and Rockaway Beach .....        | 49,741 15                      | 26,344 14           | 23,397 01                    | .....                                     |
| Buffalo Creek .....                      | b 125,197 84                   | 48,548 99           | 76,648 85                    | 17,655 00                                 |
| Buffalo, Rochester & Pittsburgh .....    | 1,913,172 44                   | 1,363,242 59        | 649,929 85                   | 25,687 20                                 |
| Carthage and Adirondack .....            | 84,778 34                      | 46,997 48           | 37,780 86                    | .....                                     |
| Catskill Mountain .....                  | 41,308 49                      | 27,827 63           | 13,480 86                    | 361 50                                    |
| Central New England & Western .....      | 386,100 98                     | 269,137 90          | 116,963 08                   | 25,419 64                                 |
| Chateaugay .....                         | 221,926 25                     | 130,000 88          | 91,925 37                    | .....                                     |
| Chautauque Lake .....                    | c .....                        | .....               | .....                        | .....                                     |
| Olive Branch .....                       | 7,463 11                       | 8,437 57            | d 974 46                     | 50 00                                     |
| Connecting Terminal .....                | 148,529 37                     | 60,699 53           | 87,829 84                    | .....                                     |
| Cooperstown & Charlotte Valley .....     | 40,798 78                      | 26,211 58           | 14,587 15                    | 1,928 07                                  |
| Corning, Cowanesque & Antrim .....       | 692,762 25                     | 556,832 27          | 135,929 98                   | .....                                     |
| Delaware, Lackawanna & West'n .....      | 7,728,874 18                   | 3,775,941 28        | 3,950,932 90                 | .....                                     |
| Dunkirk, Alleg'y Val. & Pitts'b'gh ..... | 233,477 22                     | 196,357 52          | 38,119 70                    | .....                                     |
| Elmira, Cortland and Northern .....      | 480,416 41                     | 322,501 96          | 157,914 45                   | 515 19                                    |
| Elmira and Lake Ontario .....            | 735,531 01                     | 724,084 66          | 11,446 35                    | .....                                     |
| Elmira and Williamsport .....            | 941,785 09                     | 749,443 51          | 192,341 58                   | .....                                     |
| Fitchburg .....                          | 5,956,869 95                   | 4,350,007 96        | 1,606,861 99                 | 302,663 33                                |
| Fonda, Johnstown & Gloversville .....    | 227,393 09                     | 130,075 49          | 97,317 60                    | 1,212 84                                  |
| Geneva and Sayre .....                   | a 450,186 46                   | 462,461 39          | d 12,274 98                  | .....                                     |
| Grand View Beach .....                   | c .....                        | .....               | .....                        | .....                                     |
| Greenwich and Johnsonville .....         | 39,270 82                      | 32,822 61           | 6,448 21                     | 615 71                                    |
| Hartford & Connecticut Western .....     | b 71,520 48                    | 64,082 05           | 7,438 43                     | 433 67                                    |
| Herkimer, Newport and Poland .....       | 42,625 80                      | 28,637 64           | 13,988 16                    | .....                                     |
| Island .....                             | 75,794 77                      | 48,165 34           | 27,629 43                    | 1,280 00                                  |
| Kaaterskill .....                        | 14,462 42                      | 11,829 30           | 2,633 12                     | .....                                     |
| Kanona and Prattsburgh .....             | 4,206 36                       | 3,153 63            | 1,052 73                     | .....                                     |
| Kessey, Aus. Cham & Lk. Cham .....       | 1,621 18                       | 2,663 32            | d 1,042 14                   | 100 00                                    |
| Kinderhook and Hudson .....              | c .....                        | .....               | .....                        | .....                                     |
| Lackawanna and Southwestern .....        | f 41,699 18                    | 45,798 74           | d 4,099 56                   | 302 33                                    |
| Lake Champlain and Moriah .....          | 105,779 41                     | 81,819 08           | 23,860 33                    | 709 89                                    |
| Lackawanna and Pittsburgh .....          | g .....                        | .....               | .....                        | .....                                     |
| Lake Shore & Michigan Southern .....     | 20,581,360 20                  | 13,367,872 29       | 7,223,477 91                 | 430.3                                     |
| Lebanon Springs .....                    | 61,876 69                      | 64,456 49           | d 2,579 80                   | 6.02                                      |
| Lehigh and Hudson River .....            | 314,332 23                     | 178,909 89          | 135,422 34                   | .....                                     |
| Lehigh Valley .....                      | c .....                        | .....               | .....                        | .....                                     |
| Long Island .....                        | 3,685,768 67                   | 2,298,731 93        | 1,387,036 74                 | 55.70                                     |
| Marine .....                             | 10,812 40                      | 15,792 10           | d 4,979 70                   | .....                                     |
| Middleburgh and Schoharie .....          | 8,162 19                       | 6,558 45            | 1,603 74                     | .....                                     |
| Mid'town, Un'ville & Water Gap .....     | 50,237 92                      | 30,575 79           | 19,662 13                    | 16  |

## GROSS INCOME OF STEAM ROADS.

7

A.

## SURFACE STEAM.

*Expenses, Net Earnings, Income from other sources, and Gross Income*  
*June 30, 1890 and 1891.*

deficiency.

| 1891.                          |                                |                     |                              |   |                                |
|--------------------------------|--------------------------------|---------------------|------------------------------|---|--------------------------------|
| Gross income from all sources. | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. | Gross income from all sources. |
| d \$10,985 78                  | \$102,475 32                   | \$75,089 69         | \$27,485 63                  | \$2,400 00                                | \$29,885 63                    |
| 28,014 48                      | 174,696 54                     | 122,831 08          | 51,865 46                    | .....                                     | 51,865 46                      |
| 1,666,190 12                   | 3,790,164 37                   | 2,266,589 92        | 1,523,574 45                 | .....                                     | 1,523,574 45                   |
| 1,831 88                       | 91,673 67                      | 68,002 28           | 23,671 39                    | .....                                     | 23,671 39                      |
| 960 25                         | .....                          | .....               | .....                        | .....                                     | .....                          |
| 684 24                         | 30,064 99                      | 15,540 26           | 14,524 73                    | 388 96                                    | 14,963 69                      |
| 2,461,664 28                   | 9,060,192 16                   | 6,217,809 26        | 2,842,382 90                 | 166,030 12                                | 2,998,413 02                   |
| 9,475 25                       | 37,977 42                      | 37,737 42           | 240 00                       | .....                                     | 240 00                         |
| 21,967 40                      | 103,065 64                     | 84,304 80           | 18,760 84                    | .....                                     | 18,760 84                      |
| 49,863 14                      | 116,422 47                     | 69,470 60           | 47,011 87                    | 500 00                                    | 47,511 87                      |
| 22,397 01                      | 72,565 57                      | 43,942 49           | 28,623 08                    | 2,389 90                                  | 31,012 98                      |
| 94,303 25                      | .....                          | .....               | .....                        | .....                                     | .....                          |
| 675,587 05                     | 2,419,407 02                   | 1,698,245 88        | 721,161 14                   | 30,673 70                                 | 751,834 84                     |
| 37,780 86                      | 106,070 30                     | 50,213 49           | 54,856 81                    | .....                                     | 54,856 81                      |
| 12,842 36                      | 41,625 53                      | 24,844 02           | 16,781 51                    | 487 04                                    | 17,268 55                      |
| 142,382 72                     | 626,555 68                     | 464,001 47          | 162,554 21                   | 19,378 78                                 | 181,932 99                     |
| 91,925 37                      | 216,834 33                     | 135,898 20          | 80,941 13                    | .....                                     | 80,941 13                      |
| .....                          | 32,572 87                      | 31,271 24           | 1,301 63                     | .....                                     | 1,301 63                       |
| d 924 46                       | 9,720 28                       | 8,392 50            | 1,327 78                     | 96 34                                     | 1,424 07                       |
| 87,829 84                      | 121,421 37                     | 56,892 22           | 64,529 15                    | .....                                     | 64,529 15                      |
| 16,515 22                      | 48,987 16                      | 31,691 17           | 17,295 99                    | 248 19                                    | 17,544 18                      |
| 136,929 96                     | 723,285 12                     | 530,075 75          | 193,209 37                   | .....                                     | 193,209 37                     |
| 2,360,362 90                   | 8,169,403 25                   | 4,032,587 51        | 4,136,815 74                 | .....                                     | 4,136,815 74                   |
| 28,139 70                      | 265,607 78                     | 194,457 00          | 71,150 78                    | 5 00                                      | 71,155 78                      |
| 158,429 64                     | 462,727 62                     | 321,619 47          | 141,108 15                   | 724 35                                    | 141,832 50                     |
| 11,446 35                      | 719,291 83                     | 713,315 30          | 5,976 53                     | .....                                     | 5,976 53                       |
| 192,341 58                     | 912,358 91                     | 755,620 46          | 156,738 45                   | .....                                     | 156,738 45                     |
| 1,909,525 37                   | 6,580,322 04                   | 4,917,538 63        | 1,662,783 41                 | 270,682 45                                | 1,933,465 86                   |
| 96,530 44                      | 228,593 67                     | 130,310 87          | 98,282 80                    | 1,501 20                                  | 99,784 00                      |
| d 12,274 98                    | .....                          | .....               | .....                        | .....                                     | .....                          |
| .....                          | 4,155 11                       | 2,270 26            | 1,884 85                     | .....                                     | 1,884 85                       |
| 7,063 92                       | 40,829 85                      | 28,606 92           | 12,222 93                    | 231 00                                    | 12,453 93                      |
| 7,872 10                       | .....                          | .....               | .....                        | .....                                     | .....                          |
| 13,968 16                      | 43,748 63                      | 30,569 36           | 13,179 27                    | .....                                     | 13,179 27                      |
| 26,909 43                      | 60,867 18                      | 33,038 88           | 27,828 30                    | .....                                     | 27,828 30                      |
| 2,683 12                       | 14,984 96                      | 9,582 86            | 5,402 10                     | .....                                     | 5,402 10                       |
| 1,062 73                       | 12,308 48                      | 7,913 69            | 4,394 79                     | .....                                     | 4,394 79                       |
| d 942 14                       | 16,237 84                      | 13,773 24           | 2,464 60                     | 769 84                                    | 3,234 44                       |
| .....                          | 36,497 98                      | 20,509 94           | 15,988 04                    | .....                                     | 15,988 04                      |
| d 3,797 28                     | .....                          | .....               | .....                        | .....                                     | .....                          |
| 24,870 22                      | 126,208 91                     | 101,794 20          | 24,414 71                    | 518 44                                    | 24,933 15                      |
| 1,881 83                       | 9,749 17                       | 8,980 04            | 769 13                       | .....                                     | 769 13                         |
| 1,443 67                       | 20,491,957 14                  | 13,375,028 60       | 7,116,928 54                 | 471,358 40                                | 7,588,286 94                   |
| 422 84                         | 63,626 68                      | 67,490 90           | 8,864 02                     | 340 73                                    | 3,523 29                       |
| .....                          | 381,702 37                     | 233,414 58          | 148,287 79                   | 1,411 04                                  | 149,698 83                     |
| .....                          | 751,870 81                     | 778,001 00          | 26,430 19                    | .....                                     | 26,430 19                      |
| 4,061,896 62                   | 4,061,896 62                   | 2,529,239 71        | 1,532,658 91                 | 60,598 03                                 | 1,593,256 94                   |
| 4,979 70                       | 11,672 80                      | 11,463 03           | 209 77                       | .....                                     | 209 77                         |
| 1,603 74                       | 9,034 18                       | 7,900 83            | 1,133 35                     | .....                                     | 1,133 35                       |
| 7,826 18                       | 41,182 62                      | 28,214 61           | 12,968 01                    | 174 90                                    | 13,142 01                      |

TABLE A—

## ROADS IN OPERATION—

*Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending*

"d" denotes

| NAME OF ROAD.                     | 1890.                          |                     |                              |   |
|-----------------------------------|--------------------------------|---------------------|------------------------------|---|
|                                   | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. |
| Mount McGregor .....              | \$10,525 66                    | \$9,318 62          | \$1,207 04                   | .....                                     |
| Newburgh, Dutchess and Conn..     | 183,518 70                     | 137,744 88          | 45,773 82                    | \$326 49                                  |
| New Jersey and New York .....     | 253,149 94                     | 205,230 65          | 47,919 29                    | .....                                     |
| New York and Canada .....         | 1,114,870 38                   | 660,085 89          | 454,784 49                   | .....                                     |
| N. Y. Central and Hudson River.   | 34,462,742 63                  | 22,961,990 48       | 11,500,752 15                | 2,545,661 28                              |
| N. Y. C. Hud. Riv. & Ft. Orange.  | 2,403 12                       | 2,090 44            | 312 68                       | .....                                     |
| New York, Chicago and St. Louis   | 5,548,086 78                   | 4,220,762 49        | 1,327,324 29                 | 8,993 29                                  |
| New York, Lake Erie & Western.    | 29,039,818 08                  | 18,882,776 98       | 10,157,042 10                | 1,118,686 07                              |
| New York and Massachusetts ...    | 48,469 81                      | 52,401 23           | d 3,931 42                   | 116 00                                    |
| New York and New England .....    | 5,849,691 70                   | 3,782,157 47        | 2,067,534 23                 | 3,750 38                                  |
| N. Y. New Haven and Hartford..    | 10,749,167 54                  | 7,379,774 49        | 3,369,393 05                 | 149,383 42                                |
| New York and Northern .....       | 571,188 73                     | 461,411 88          | 109,776 85                   | 560 18                                    |
| New York, Ontario and Western.    | 1,963,756 45                   | 1,519,015 71        | 444,740 74                   | .....                                     |
| New York and Rockaway Beach.      | 210,022 89                     | 166,534 86          | 43,488 03                    | 1,249 99                                  |
| New York and Sea Beach .....      | 55,544 97                      | 55,491 33           | 53 64                        | 38,390 70                                 |
| Northern Adirondack .....         | 123,962 57                     | 55,614 16           | 68,348 41                    | 5,804 29                                  |
| Ogdensburg & Lake Champlain..     | 771,953 64                     | 543,849 28          | 228,104 36                   | 26,171 91                                 |
| Orange County .....               | 5,406 68                       | 3,495 29            | 1,910 39                     | .....                                     |
| Owasco River .....                | 7,785 25                       | 3,301 65            | 4,483 60                     | .....                                     |
| Penn., Poughkeepsie & Boston..    | c.....                         | .....               | .....                        | .....                                     |
| Port Jervis, Monticello and N. Y. | 47,485 20                      | 42,451 32           | 5,033 88                     | .....                                     |
| Prospect Park and Coney Island.   | 145,433 51                     | 112,927 92          | 32,505 59                    | 37,929 20                                 |
| Rensselaer and Saratoga .....     | 2,622,865 85                   | 1,501,982 40        | 1,120,883 45                 | 6,681 50                                  |
| Rochester and Glen Haven .....    | 12,867 49                      | 10,799 40           | 2,068 09                     | 3,930 31                                  |
| Rochester, Hornellsville & Lack.  | 7,332 61                       | 5,235 17            | 2,097 44                     | .....                                     |
| Rochester and Lake Ontario .....  | 26,289 94                      | 16,447 27           | 9,842 67                     | 2,134 34                                  |
| Rome, Watertown & Ogdensburg      | b 3,795,820 12                 | 2,140,967 20        | 1,654,852 92                 | 36,172 34                                 |
| Schoharie Valley .....            | 12,270 11                      | 9,391 59            | 2,878 52                     | .....                                     |
| Seneca Electric .....             | c.....                         | .....               | .....                        | .....                                     |
| Seneca Falls and Cayuga Lake..    | 2,815 12                       | 2,786 31            | 28 81                        | .....                                     |
| Silver Lake .....                 | 49,548 30                      | 13,179 80           | 36,368 50                    | .....                                     |
| Skaneateles .....                 | 28,213 22                      | 16,328 17           | 11,885 05                    | .....                                     |
| Southern Central .....            | 456,608 14                     | 393,746 19          | 62,861 95                    | .....                                     |
| Staten Island Rapid Transit ..... | 474,377 79                     | 292,159 68          | 182,218 11                   | 113,782 07                                |
| Sterling Mountain .....           | 29,902 66                      | 20,896 59           | 9,006 07                     | 673 37                                    |
| Stony Clove & Catskill Mountain.  | 52,793 17                      | 33,798 74           | 18,994 43                    | .....                                     |
| Syracuse and Baldwinsville .....  | 15,186 50                      | 14,068 30           | 1,118 20                     | .....                                     |
| Syracuse, Binghamton and N. Y.    | 856,594 49                     | 445,311 98          | 411,282 51                   | .....                                     |
| Syracuse, Geneva and Corning ..   | 636,906 48                     | 532,208 72          | 104,697 76                   | .....                                     |
| Syracuse, Ontario and New York    | b 107,888 06                   | 102,228 52          | 5,659 54                     | 9,245 64                                  |
| Tioga .....                       | 297,791 06                     | 229,867 62          | 67,923 44                    | .....                                     |
| Tonawanda Valley and Cuba .....   | 12,915 66                      | 19,012 16           | d 6,096 50                   | .....                                     |
| Ulster and Delaware .....         | 360,068 88                     | 221,717 00          | 138,351 88                   | .....                                     |
| United States and Canada .....    | 7,181 80                       | 15,478 73           | d 8,296 93                   | .....                                     |
| Utica, Clin. & Bing. & Rome & C.  | i 236,689 66                   | 165,462 77          | 71,226 79                    | .....                                     |
| Wallkill Valley .....             | 145,241 16                     | 121,767 68          | 23,473 48                    | 951                                       |
| Wellsville, Coudersport and P. C. | c.....                         | .....               | .....                        | .....                                     |
| Western N. Y. and Pennsylvania.   | 3,641,056 45                   | 2,642,590 34        | 998,466 11                   | 12,866                                    |
|                                   | \$163,974,833 87               | \$107,959,410 80    | \$56,015,423 07              | \$5,172,928                               |

## GROSS INCOME OF STEAM ROADS.

9

(Continued).

## SURFACE STEAM.

Expenses, Net Earnings, Income from other sources and Gross Income  
June 30, 1890 and 1891.

deficiency.

| 1891.                          |                                |                     |                              |   |                                |
|--------------------------------|--------------------------------|---------------------|------------------------------|---|--------------------------------|
| Gross income from all sources. | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. | Gross income from all sources. |
| \$1,207 04                     | \$10,057 18                    | \$10,093 38         | d \$36 20                    | .....                                     | d \$36 20                      |
| 46,100 31                      | 175,909 07                     | 145,671 87          | 30,237 20                    | \$279 72                                  | 30,516 92                      |
| 47,919 29                      | 276,608 88                     | 241,225 37          | 35,383 51                    | .....                                     | 35,383 51                      |
| 464,784 49                     | 1,026,781 69                   | 785,349 46          | 241,412 23                   | .....                                     | 241,412 23                     |
| 14,046,413 43                  | 35,356,486 73                  | 23,684,760 89       | 11,671,734 84                | 2,545,629 53                              | 14,217,364 37                  |
| 312 68                         | 2,514 65                       | 1,961 37            | 553 28                       | .....                                     | 553 28                         |
| 1,336,317 58                   | 6,015,451 55                   | 4,786,144 63        | 1,229,306 92                 | 14,411 66                                 | 1,243,718 58                   |
| 11,275,728 17                  | 29,283,246 13                  | 19,282,616 55       | 9,980,629 58                 | 955,963 52                                | 10,963,593 10                  |
| d 3,815 42                     | 41,627 76                      | 52,980 96           | d 11,353 20                  | 2,547 62                                  | d 8,805 58                     |
| 2,071,284 61                   | 6,149,246 40                   | 4,133,504 59        | 2,015,741 81                 | 6,386 18                                  | 2,022,127 99                   |
| 3,518,776 47                   | 11,323,617 15                  | 7,928,901 66        | 3,394,715 49                 | 188,364 42                                | 3,583,079 91                   |
| 110,337 03                     | 483,426 08                     | 387,011 32          | 96,414 76                    | 84 22                                     | 96,498 98                      |
| 444,740 74                     | 2,809,702 16                   | 2,055,644 22        | 754,057 94                   | 75,000 00                                 | 829,057 94                     |
| 44,738 02                      | 283,086 87                     | 186,919 62          | 46,166 25                    | 3,635 10                                  | 49,801 35                      |
| 38,444 34                      | 75,214 78                      | 69,260 01           | 5,954 77                     | 40,286 56                                 | 46,241 33                      |
| 74,182 70                      | 143,281 77                     | 72,383 81           | 70,897 96                    | 12,060 10                                 | 82,958 06                      |
| 254,276 27                     | 900,181 55                     | 586,499 20          | 213,682 35                   | 7,180 01                                  | 220,862 36                     |
| 1,910 39                       | 16,100 27                      | 11,790 54           | 4,309 73                     | .....                                     | 4,309 73                       |
| 4,483 60                       | 5,031 17                       | 4,933 95            | 97 22                        | .....                                     | 97 22                          |
| .....                          | 147,989 14                     | 184,793 47          | d 36,804 33                  | .....                                     | d 36,804 33                    |
| 5,033 88                       | 50,997 14                      | 42,425 78           | 8,571 36                     | .....                                     | 8,571 36                       |
| 70,434 79                      | 158,268 73                     | 124,246 98          | 34,019 75                    | 38,844 18                                 | 72,863 93                      |
| 1,137,564 95                   | 2,566,511 87                   | 1,608,316 29        | 957,195 58                   | 6,681 50                                  | 963,877 08                     |
| 5,998 40                       | 10,363 64                      | 7,938 55            | 2,425 09                     | 688 83                                    | 3,113 92                       |
| 2,097 44                       | 17,785 05                      | 16,132 40           | 1,652 65                     | .....                                     | 1,652 65                       |
| 11,976 91                      | 27,964 88                      | 17,468 77           | 10,495 61                    | 2,040 22                                  | 12,535 83                      |
| 1,691,025 26                   | 2,724,572 44                   | 1,506,405 95        | 1,218,166 49                 | 23,666 55                                 | 1,241,833 04                   |
| 2,878 52                       | 13,136 20                      | 10,047 81           | 3,088 39                     | .....                                     | 3,088 39                       |
| .....                          | 10,026 18                      | 6,033 42            | 3,991 76                     | .....                                     | 3,991 76                       |
| 26 51                          | .....                          | .....               | .....                        | .....                                     | .....                          |
| 36,368 50                      | 56,972 19                      | 16,683 97           | 40,288 22                    | .....                                     | 40,288 22                      |
| 11,865 06                      | 29,921 68                      | 21,983 06           | 7,938 63                     | .....                                     | 7,938 63                       |
| 62,861 96                      | 521,919 23                     | 431,780 85          | 90,138 38                    | .....                                     | 90,138 38                      |
| 295,980 18                     | 1,080,466 74                   | 684,140 05          | 346,326 69                   | .....                                     | 346,326 69                     |
| 9,679 44                       | 28,562 32                      | 17,757 23           | 10,796 09                    | 598 72                                    | 11,393 81                      |
| 18,994 43                      | 53,549 78                      | 32,249 03           | 21,300 75                    | .....                                     | 21,300 75                      |
| 1,118 20                       | .....                          | .....               | .....                        | .....                                     | .....                          |
| 411,282 51                     | 864,240 93                     | 468,982 59          | 395,257 94                   | 2,044 48                                  | 397,302 42                     |
| 104,697 76                     | 669,072 91                     | 491,608 27          | 177,464 64                   | .....                                     | 177,464 64                     |
| 14,906 18                      | .....                          | .....               | .....                        | .....                                     | .....                          |
| 47,923 44                      | 272,617 61                     | 163,584 04          | 109,033 57                   | .....                                     | 109,033 57                     |
| 6,096 50                       | 13,556 80                      | 16,315 21           | d 2,759 41                   | 2,900 00                                  | 140 59                         |
| 361 88                         | 376,144 17                     | 236,259 04          | 139,885 13                   | .....                                     | 139,885 13                     |
| 296 93                         | 7,117 91                       | 14,838 02           | d 7,720 11                   | .....                                     | d 7,720 11                     |
| 226 79                         | .....                          | .....               | .....                        | .....                                     | .....                          |
| 4,424 56                       | 148,312 96                     | 111,646 66          | 36,666 30                    | 989 29                                    | 37,655 59                      |
| .....                          | 11,883 41                      | 7,252 62            | 4,600 79                     | .....                                     | 4,600 79                       |
| 11,332 76                      | 3,562,668 68                   | 2,486,782 39        | 1,076,886 19                 | 4,074 00                                  | 1,080,960 19                   |
| 351 67                         | 1169,012,504 22                | 1113,528,346 87     | 355,484,187 35               | 34,965,163 92                             | 360,449,321 27                 |

TABLE A—

## ROADS IN OPERATION—

*Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending*

"d" denotes

| NAME OF ROAD.                | 1890.                          |                     |                              |   |
|------------------------------|--------------------------------|---------------------|------------------------------|---|
|                              | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. |
| Brooklyn .....               | \$1,567,511 48                 | \$924,580 41        | \$642,937 07                 | \$6,977 55                                |
| Kings County .....           | 716,230 89                     | 556,735 92          | 159,484 97                   | 486 02                                    |
| Manhattan .....              | 9,302,681 60                   | 4,854,204 55        | 4,448,477 05                 | 86,000 00                                 |
| Sea View .....               | 13,745 53                      | 11,595 79           | 2,149 74                     | 471 99                                    |
| Suburban Rapid Transit ..... | 207,060 80                     | 187,628 76          | 49,432 04                    | .....                                     |
|                              | \$11,807,220 30                | \$6,504,745 43      | \$5,302,474 87               | \$93,935 56                               |

## SURFACE

|  |                |              |             |           |
|--|----------------|--------------|-------------|-----------|
| Albany .....                             | \$155,373 83   | \$144,690 05 | \$10,683 28 | \$456 60  |
| Amsterdam .....                          | 5,082 34       | 3,397 49     | 1,684 85    | .....     |
| Atlantic Avenue .....                    | 462,728 69     | 440,832 61   | 21,896 08   | 57,145 87 |
| Auburn City .....                        | 11,833 16      | 9,282 72     | 2,550 54    | 361 50    |
| Babylon .....                            | 344 16         | 1,032 54     | d 688 38    | .....     |
| Binghamton .....                         | 10,593 69      | 4,761 97     | 5,831 72    | .....     |
| Binghamton Central .....                 | 20 00          | 138 75       | d 118 75    | .....     |
| Binghamton and Port Dickinson .....      | 14,656 00      | 10,930 00    | 3,726 00    | .....     |
| Broadway (Brooklyn) .....                | 356,702 66     | 290,098 54   | 66,604 12   | 2,617 47  |
| Broadway and Seventh Avenue .....        | b 1,599,094 00 | 1,023,854 58 | 575,239 42  | .....     |
| Brooklyn, Bushw'k & Queens Co. ....      | 66,193 74      | 72,939 78    | d 6,746 04  | .....     |
| Brooklyn City .....                      | 3,217,223 80   | 2,505,635 86 | 711,687 94  | 14,346 82 |
| Brooklyn City and Newtown .....          | 383,707 18     | 296,142 16   | 87,565 02   | .....     |
| Buffalo .....                            | 483,229 89     | 384,683 19   | 98,546 70   | .....     |
| Buffalo East Side .....                  | k 278,114 97   | 221,831 67   | 56,283 30   | .....     |
| Canandaigua .....                        | 5,523 58       | 5,155 66     | 367 92      | .....     |
| Central City .....                       | l 26,982 34    | 20,255 39    | 6,726 95    | 1,181 75  |
| Central Crostown .....                   | 289,929 76     | 200,984 85   | 88,944 91   | 1,774 01  |
| Central Park, North and East Riv. ....   | 768,837 07     | 557,941 81   | 210,895 26  | 11,742 82 |
| Chambers St. & Grand St. Ferry .....     | b- 125,963 33  | 113,649 21   | 12,314 12   | .....     |
| Christopher and Tenth Street ...         | b 227,922 15   | 172,139 02   | 55,783 13   | 1,580 00  |
| City (Binghamton) .....                  | j 5,238 20     | 3,802 61     | 1,435 59    | .....     |
| City of Poughkeepsie .....               | 17,347 52      | 16,195 30    | 1,152 22    | 625 50    |
| Coney Island and Brooklyn .....          | 218,134 06     | 172,434 34   | 45,699 72   | 380 00    |
| Cortland and Homer .....                 | 10,583 29      | 8,016 95     | 2,566 34    | 233 70    |
| Court Street and East End .....          | 9,219 85       | 7,450 65     | 1,769 20    | .....     |
| Crostown (Buffalo) .....                 | e .....        | .....        | .....       | .....     |
| Deerfield and Utica .....                | 2,947 43       | 1,643 79     | 1,303 64    | .....     |
| Dry Dock, E. B'dway and Battery .....    | 780,449 80     | 509,496 60   | 270,953 30  | 8,990 46  |
| Dunkirk and Fredonia .....               | 11,114 65      | 5,474 20     | 5,640 45    | 506 37    |
| Eighth Avenue .....                      | 697,000 14     | 481,677 21   | 215,322 93  | 17,904 11 |
| Elmira and Horseheads .....              | 33,477 01      | 27,881 19    | 5,595 82    | 74 1/2    |
| Fifth Ward (Syracuse) .....              | m 35,200 87    | 24,668 23    | 10,532 64   | 45 1/2    |
| Flushing and College Point .....         | e .....        | .....        | .....       | .....     |
| Forty-sec'd St. & Grand St. Ferry .....  | 423,686 10     | 240,733 41   | 182,952 69  | 8,77      |
| Forty-sec'd St. Man. & St. Nic. Av. .... | 495,762 71     | 371,162 39   | 124,600 32  | 1,971     |
| Fourth Ward (Syracuse) .....             | m 16,549 06    | 14,213 43    | 2,335 63    | 44 1/2    |
| Frankfort and Iilon .....                | 4,118 28       | 2,486 81     | 1,631 47    | 46        |
| Fulton and Oswego Falls .....            | 4,253 35       | 4,437 96     | d 178 61    | .....     |
| Genesee and Water St. (Syracuse) .....   | m 29,138 43    | 22,479 15    | 6,659 28    | 1,022     |

(Continued).

## ELEVATED STEAM.

*Expenses, Net Earnings, Income from other sources and Gross Income June 30, 1890 and 1891.*

deficiency.

| Gross income from all sources. | 1891.                          |                     |                              |   |                                |
|--------------------------------|--------------------------------|---------------------|------------------------------|---|--------------------------------|
|                                | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. | Gross income from all sources. |
| \$649,908 62                   | \$1,746,506 99                 | \$989,871 68        | \$756,635 31                 | \$12,701 63                               | \$769,336 94                   |
| 159,970 99                     | 811,069 04                     | 566,242 69          | 244,826 35                   | 517 80                                    | 245,343 65                     |
| 4,634,477 05                   | 9,846,709 96                   | 4,975,141 07        | 4,871,568 88                 | 113,000 00                                | 4,984,568 88                   |
| 2,621 73                       | 13,733 23                      | 10,376 06           | 3,357 17                     | 29 63                                     | 3,386 80                       |
| 49,432 04                      | 224,415 95                     | 158,946 96          | 65,468 99                    | .....                                     | 65,468 99                      |
| \$5,396,410 43                 | \$12,642,485 16                | \$6,700,578 46      | \$5,941,856 70               | \$126,248 56                              | \$6,068,105 26                 |

## STREET.

|            |              |              |             |           |             |
|------------|--------------|--------------|-------------|-----------|-------------|
| 111,139 88 | \$188,588 75 | \$145,555 47 | \$43,033 28 | \$162 40  | \$48,195 68 |
| 1,684 85   | 17,782 75    | 12,782 59    | 5,080 16    | .....     | 5,080 16    |
| 79,041 95  | 478,062 48   | 449,768 98   | 28,293 50   | 60,252 42 | 88,536 92   |
| 2,912 04   | 20,185 61    | 18,416 40    | 1,719 21    | 179 97    | 1,899 18    |
| d 688 38   | 805 95       | 1,178 71     | d 372 76    | .....     | d 372 76    |
| 5,831 72   | \$9,148 18   | 28,904 82    | 10,243 36   | 1,881 78  | 12,125 14   |
| 118 75     | .....        | .....        | .....       | .....     | .....       |
| 3,726 00   | 12,865 47    | 11,180 00    | 1,735 47    | .....     | 1,735 47    |
| 69,221 59  | 394,673 67   | 314,192 16   | 80,481 51   | 3,283 84  | 83,715 35   |
| 575,239 42 | .....        | .....        | .....       | .....     | .....       |
| d 6,746 04 | 62,797 22    | 82,183 96    | d 19,386 74 | .....     | d 19,386 74 |
| 726,034 76 | 3,566,456 48 | 2,774,305 75 | 792,150 73  | 553 70    | 792,704 43  |
| 87,565 02  | 414,875 17   | 308,708 21   | 106,171 96  | 675 00    | 106,846 96  |
| 98,546 70  | 830,684 74   | 557,234 86   | 273,449 88  | .....     | 273,449 88  |
| 56,283 30  | .....        | .....        | .....       | .....     | .....       |
| 367 92     | 4,401 56     | 4,550 78     | d 149 22    | .....     | d 149 22    |
| 7,908 70   | 11,675 52    | 7,679 36     | 3,996 16    | 276 00    | 4,272 16    |
| 90,718 92  | 521,808 05   | 362,557 34   | 159,250 71  | 3,311 08  | 162,561 79  |
| 222,638 06 | 778,012 75   | 576,525 15   | 201,487 60  | 13,064 89 | 214,552 49  |
| 12,314 12  | .....        | .....        | .....       | .....     | .....       |
| 57,363 13  | .....        | .....        | .....       | .....     | .....       |
| 1,435 59   | .....        | .....        | .....       | .....     | .....       |
| 1,677 72   | 19,580 50    | 16,209 46    | 3,371 04    | .....     | 3,371 04    |
| 46,079 72  | 269,614 13   | 217,714 26   | 41,899 87   | 2,038 55  | 43,938 42   |
| 2,800 04   | 9,944 60     | 8,484 96     | 1,459 64    | 50 60     | 1,510 24    |
| 1,769 20   | 10,267 25    | 11,184 41    | d 867 16    | .....     | d 867 16    |
| .....      | 934 78       | .....        | 934 73      | .....     | 934 73      |
| 1,303 64   | 4,114 96     | 3,501 19     | 613 77      | .....     | 613 77      |
| 279,943 76 | 780,694 60   | 523,379 96   | 257,314 64  | 18,102 85 | 275,417 49  |
| 6,148 82   | 11,822 48    | 6,699 57     | 5,122 91    | 539 20    | 5,662 11    |
| 227 04     | 729,305 00   | 522,752 88   | 206,552 17  | 15,988 30 | 222,540 47  |
| 1,338 53   | 50,894 16    | 38,687 34    | 12,206 82   | 893 34    | 13,100 16   |
| 0,985 87   | .....        | .....        | .....       | .....     | .....       |
| .....      | 4,575 01     | 3,225 82     | 1,349 19    | .....     | 1,349 19    |
| 731 27     | 446,086 32   | 256,400 78   | 189,685 54  | 5,428 33  | 195,113 87  |
| 1,571 77   | 549,772 25   | 406,544 10   | 143,228 15  | 2,339 65  | 145,567 80  |
| 2,776 32   | .....        | .....        | .....       | .....     | .....       |
| 1,671 47   | 4,095 25     | 2,850 35     | 1,244 90    | 102 00    | 1,346 90    |
| 178 61     | 3,449 67     | 4,316 58     | d 866 91    | .....     | d 866 91    |
| 7,681 44   | .....        | .....        | .....       | .....     | .....       |

TABLE A —

## ROADS IN OPERATION —

*Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending*

"d" denotes

| NAME OF ROAD.                        | 1890.                          |                     |                              |   |
|--------------------------------------|--------------------------------|---------------------|------------------------------|---|
|                                      | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. |
| Glens Falls, S. Hill and Ft. Edw'd   | \$16,903 97                    | \$13,620 95         | \$3,283 02                   | \$358 08                                  |
| Grand Street and Newtown             | n 118,950 15                   | 103,414 17          | 10,535 98                    | 250 00                                    |
| Harlem Br'ge, Morris'nia & Ford.     | 171,952 58                     | 159,796 87          | 12,155 71                    | 1,066 55                                  |
| Herkimer and Mohawk                  | 6,390 35                       | 2,610 60            | 3,779 75                     | .....                                     |
| Houston, West St. and Pav. Ferry     | 258,195 90                     | 219,091 09          | 39,104 81                    | 13,678 20                                 |
| Hudson Electric                      | e .....                        | .....               | .....                        | .....                                     |
| Huntington                           | e .....                        | .....               | .....                        | .....                                     |
| Ithaca                               | 6,058 87                       | 4,770 86            | 1,288 01                     | .....                                     |
| Jamaica and Brooklyn                 | 30,052 03                      | 25,443 72           | 4,608 31                     | 46 92                                     |
| Jamestown                            | 11,760 72                      | 8,667 04            | 3,093 68                     | 373 38                                    |
| Jerome Park                          | 2,751 60                       | .....               | 2,751 60                     | .....                                     |
| Johnst'n, Glov. and Kingsboro        | 14,334 48                      | 7,219 68            | 7,114 80                     | .....                                     |
| Kingsdon City                        | 30,265 70                      | 20,788 40           | 9,477 30                     | .....                                     |
| Larchmont                            | 3,437 35                       | 3,337 14            | 100 21                       | .....                                     |
| Lockport                             | 9,258 53                       | 14,765 18           | d 5,506 65                   | 19 66                                     |
| Long Island City and Newtown         | 23,470 65                      | 15,772 75           | 7,697 90                     | .....                                     |
| Mohawk and Ilion                     | 6,269 10                       | 2,886 21            | 3,382 89                     | .....                                     |
| New Brighton & Onondaga Valley       | m 4,849 37                     | 4,036 60            | 812 77                       | .....                                     |
| Newburgh                             | 24,794 85                      | 23,881 45           | 913 40                       | .....                                     |
| New Rochelle Ry. & Transit Co.       | e .....                        | .....               | .....                        | .....                                     |
| New York and Harlem                  | 881,250 60                     | 659,276 02          | 221,974 58                   | 57,388 09                                 |
| Niagara Falls and Susp. Bridge.      | 18,661 74                      | 14,370 84           | 4,290 90                     | .....                                     |
| Ninth Avenue                         | 236,930 98                     | 199,962 54          | 36,968 44                    | 6,027 00                                  |
| North and East Greenbush             | 9,917 47                       | 9,539 50            | 377 97                       | .....                                     |
| Ogdensburg                           | 5,494 80                       | 5,433 52            | 61 28                        | 229 55                                    |
| Olean                                | 6,986 05                       | 5,555 78            | 1,430 27                     | .....                                     |
| Oneida                               | 4,453 20                       | 4,195 63            | 257 57                       | 10 00                                     |
| Oneida Street (Utica)                | c .....                        | .....               | .....                        | .....                                     |
| Oneonta                              | 3,730 29                       | 3,977 82            | d 247 53                     | 441 83                                    |
| Oswego                               | 6,494 13                       | 6,290 00            | 204 13                       | .....                                     |
| Pelham Park                          | 9,272 81                       | 4,756 43            | 4,516 33                     | 97 87                                     |
| People's (Syracuse)                  | 69,424 52                      | 53,628 71           | 15,795 81                    | .....                                     |
| Prospect P'k & Con. Isl. (City Div.) | 151,767 86                     | 138,138 60          | 13,629 26                    | 793 88                                    |
| Prospect Park and Flatbush           | 3,306 50                       | 3,202 44            | 104 06                       | 3 00                                      |
| Rochester                            | 547,565 09                     | 387,484 87          | 160,080 22                   | 2,845 89                                  |
| Rochester Electric                   | 31,093 38                      | 21,703 88           | 9,389 70                     | .....                                     |
| Rockaway Village                     | 2,316 87                       | 2,443 36            | d 126 49                     | .....                                     |
| Rome                                 | 15,086 98                      | 13,901 51           | 1,185 47                     | 179 77                                    |
| Saratoga Electric                    | e .....                        | .....               | .....                        | .....                                     |
| Schenectady                          | 8,514 79                       | 9,546 27            | d 1,031 48                   | 190 27                                    |
| Sea Cliff Inclined Cable             | 897 80                         | 848 59              | 49 21                        | .....                                     |
| Second Avenue                        | 907,756 40                     | 714,516 81          | 193,239 59                   | 4,211                                     |
| Seventh Ward (Syracuse)              | m 31,020 13                    | 20,651 83           | 10,438 30                    | .....                                     |
| Sixth Avenue                         | 716,979 60                     | 468,931 29          | 248,048 31                   | 4,171                                     |
| South Brooklyn Central               | 94,590 78                      | 73,204 42           | 21,386 33                    | 4   |
| Steinway and Hunter's Point          | 128,029 63                     | 133,545 32          | d 5,515 69                   | 475                                       |
| Stillwater and Mechanicville         | 5,964 65                       | 4,448 10            | 1,516 55                     | .....                                     |
| Syracuse Consolidated                | e .....                        | .....               | .....                        | .....                                     |
| Syracuse and Geddes                  | m 15,581 02                    | 16,570 96           | d 989 94                     | 2,779                                     |
| Syracuse and Onondaga                | l 21,221 60                    | 14,814 83           | 6,406 77                     | 2,338 1                                   |



## GROSS INCOME OF STREET ROADS.

13

(Continued).

## SURFACE STREET.

Expenses, Net Earnings, Income from other sources and Gross Income  
June 30, 1890 and 1891.

deficiency.

| 1891.                                |  |                        |                                      |  |                                      |
|--------------------------------------|--|------------------------|--------------------------------------|--|--------------------------------------|
| Gross income<br>from<br>all sources. | Gross earn-<br>ings from<br>operation. | Operating<br>expenses. | Net earn-<br>ings from<br>operation. | Income<br>from other<br>sources than<br>operation. | Gross income<br>from<br>all sources. |
| \$4,141 10                           | \$17,569 72                            | \$15,291 45            | \$2,278 27                           | \$257 50   | \$2,535 77                           |
| 10,785 98                            | .....                                  | .....                  | .....                                | .....  | .....                                |
| 13,222 26                            | 182,781 91                             | 180,964 57             | 1,817 34                             | 775 00   | 2,592 34                             |
| 3,779 75                             | 6,682 63                               | 4,737 68               | 1,924 95                             | .....  | 1,924 95                             |
| 52,783 01                            | 1,998,596 46                           | 1,351,004 01           | 647,592 45                           | 7,887 96   | 655,480 41                           |
| .....                                | 11,787 84                              | 5,922 42               | 5,815 42                             | .....  | 5,815 42                             |
| .....                                | 4,905 55                               | 3,224 29               | 1,681 06                             | .....  | 1,681 06                             |
| 1,288 01                             | 5,346 57                               | 4,253 98               | 1,062 59                             | .....  | 1,062 59                             |
| 4,655 23                             | 52,040 86                              | 39,348 74              | 12,691 62                            | 1,817 92   | 14,509 54                            |
| 3,467 06                             | 15,896 89                              | 12,867 22              | 3,028 67                             | 190 16   | 3,228 83                             |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 2,751 60                             | .....                                  | .....                  | .....                                | .....  | .....                                |
| 7,114 80                             | 6,386 47                               | 5,653 19               | 733 28                               | 1,757 20   | 2,490 48                             |
| 9,477 30                             | 29,996 63                              | 22,729 40              | 7,267 23                             | .....  | 7,267 23                             |
| 100 21                               | 3,319 40                               | 3,021 87               | 297 53                               | 20 00  | 317 53                               |
| d 5,486 99                           | 4,447 34                               | 7,560 38               | d 3,103 04                           | 212 74   | d 2,890 30                           |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 7,697 90                             | 23,186 85                              | 16,630 95              | 6,555 90                             | 1,500 00   | 8,055 90                             |
| 3,382 89                             | 6,504 82                               | 3,866 79               | 3,138 03                             | 50 00  | 3,188 03                             |
| 812 77                               | .....                                  | .....                  | .....                                | .....  | .....                                |
| 913 40                               | 22,574 50                              | 22,856 88              | d 282 38                             | .....  | d 282 38                             |
| .....                                | 6,212 55                               | 8,627 64               | d 2,414 99                           | .....  | d 2,414 99                           |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 279,382 67                           | 951,692 39                             | 697,375 24             | 254,317 15                           | 52,142 30  | 306,459 45                           |
| 4,290 90                             | 20,886 28                              | 16,246 24              | 4,640 04                             | 76 24  | 4,716 28                             |
| 42,995 44                            | 286,652 60                             | 242,787 38             | 43,866 22                            | 6,384 23   | 50,249 45                            |
| 377 97                               | 7,223 57                               | 10,689 82              | d 3,466 25                           | .....  | d 3,466 25                           |
| 290 83                               | 6,460 11                               | 7,051 84               | d 591 73                             | 174 79   | d 416 94                             |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 1,430 27                             | 8,599 08                               | 6,607 69               | 1,991 34                             | .....  | 1,991 34                             |
| 267 57                               | 4,620 55                               | 3,931 69               | 688 86                               | 35 00  | 723 86                               |
| .....                                | 1,589 25                               | 886 45                 | 702 80                               | .....  | 702 80                               |
| 194 30                               | 3,159 99                               | 9,901 48               | d 6,741 49                           | 659 55   | d 6,081 94                           |
| 204 13                               | 7,505 54                               | 8,680 85               | d 1,175 31                           | .....  | d 1,175 31                           |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 4,614 20                             | 9,568 74                               | 5,609 85               | 3,958 89                             | 96 00  | 4,054 89                             |
| 15,795 81                            | 110,386 76                             | 87,360 48              | 23,026 28                            | 1,426 59   | 24,452 87                            |
| 14,423 14                            | 164,044 05                             | 143,080 51             | 20,963 54                            | 793 88   | 21,757 42                            |
| 107 06                               | 1,707 27                               | 3,242 01               | d 1,534 74                           | 2,098 00   | 558 26                               |
| 162,926 11                           | 579,296 22                             | 364,091 97             | 215,204 25                           | 3,892 48   | 218,896 73                           |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 9,389 70                             | 35,708 06                              | 31,504 35              | 4,203 71                             | 2,963 50   | 7,167 21                             |
| d 126 49                             | 2,620 54                               | 1,345 56               | 1,274 98                             | .....  | 1,274 98                             |
| 1,365 24                             | 11,973 00                              | 13,278 56              | d 1,305 56                           | .....  | d 1,305 56                           |
| .....                                | 1,601 50                               | 1,965 36               | d 363 86                             | .....  | d 363 86                             |
| d 841 21                             | 9,995 28                               | 10,125 79              | d 130 51                             | 902 61   | 772 10                               |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 49 21                                | 1,053 20                               | 1,098 11               | d 44 91                              | .....  | d 44 91                              |
| 1,451 38                             | 947,054 70                             | 737,672 47             | 209,382 23                           | 6,621 13   | 216,003 36                           |
| 1,438 30                             | .....                                  | .....                  | .....                                | .....  | .....                                |
| 1,219 64                             | 718,898 15                             | 491,220 39             | 227,677 76                           | 4,985 95   | 232,663 71                           |
| 3,890 83                             | 96,566 48                              | 77,374 53              | 19,191 95                            | .....  | 19,191 95                            |
| .....                                | .....                                  | .....                  | .....                                | .....  | .....                                |
| 040 69                               | 143,282 74                             | 152,156 05             | d 8,893 31                           | 420 00   | d 8,473 31                           |
| 516 55                               | 6,268 70                               | 5,011 98               | 1,256 72                             | 125 00   | 1,381 72                             |
| .....                                | 200,325 54                             | 140,923 19             | 59,402 35                            | 1,069 58   | 60,471 93                            |
| 1,789 51                             | .....                                  | .....                  | .....                                | .....  | .....                                |
| 3,544 95                             | 5,456 45                               | 4,231 19               | 1,225 26                             | 269 17   | 1,494 43                             |

TABLE A—

## ROADS IN OPERATION—

*Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending*

"d" denotes

| NAME OF ROAD.                     | 1890.                          |                     |                              |   |
|-----------------------------------|--------------------------------|---------------------|------------------------------|---|
|                                   | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. |
| Syracuse, Eastw'd H'ts & DeWitt e |                                |                     |                              |   |
| Third Avenue                      | \$1,647,781 87                 | \$1,139,753 21      | \$508,028 66                 | \$132,515 37                              |
| Third Ward (Syracuse) m           | 36,099 43                      | 23,401 81           | 12,697 62                    |   |
| Troy and Albia                    | 30,232 67                      | 23,582 33           | 6,650 34                     | 52 32                                     |
| Troy and Lansingburgh             | 326,635 01                     | 240,347 46          | 86,287 55                    | 50,431 11                                 |
| Twenty-third Street               | 708,931 30                     | 473,883 61          | 235,047 69                   | 15,293 47                                 |
| Utica Belt Line                   | 115,745 90                     | 79,937 09           | 35,808 81                    | 379 23                                    |
| Utica and Mohawk                  | 13,860 16                      | 10,271 04           | 3,589 12                     | 39 25                                     |
| Van Brunt St. and Erie Basin      | 31,357 68                      | 21,030 18           | 10,327 50                    |   |
| Washington St., Asylum & Park. j  | 8,782 84                       | 8,724 00            | 58 84                        | 2 00                                      |
| Watertown e                       |                                |                     |                              |   |
| Watervliet Turnpike and R. R.     | 99,106 57                      | 84,077 00           | 15,029 57                    | 15,116 58                                 |
| West Side (Buffalo) b             | 4,300 42                       | 246 95              | 4,053 47                     |   |
| Woodlawn and Butternut St. m      | 14,155 68                      | 11,211 44           | 2,944 24                     | 125 00                                    |
| Yonkers                           | 21,063 00                      | 28,325 78           | d 7,262 78                   | 223 25                                    |
|                                   | \$19,011,410 96                | \$14,160,366 20     | \$4,851,044 76               | \$145,655 07                              |

a Merged in Lehigh Valley.

b Leased in 1891.

c No report filed.

e Not in operation in 1890.

f For 1891, see Lackawanna and Pittsburgh, and Rochester, Hornellsville and Lackawanna.

g For 1890, see Lackawanna and South Western.

h In 1891, operations to March 14 only reported by the company; for balance of year, see New York Central and Hudson River Railroad.

(Concluded).

## SURFACE STEAM.

*Expenses, Net Earnings, Income from other sources and Gross Income June 30, 1890 and 1891.*

deficiency.

| Gross income from all sources. | 1891.                          |                     |                              |   |                                |
|--------------------------------|--------------------------------|---------------------|------------------------------|---|--------------------------------|
|                                | Gross earnings from operation. | Operating expenses. | Net earnings from operation. | Income from other sources than operation. | Gross income from all sources. |
| .....                          | \$1,684 59                     | \$1,377 59          | \$307 09                     | .....                                     | \$307 09                       |
| \$640,844 03                   | 1,710,405 76                   | 1,189,324 84        | 521,080 92                   | \$97,285 15                               | 618,366 07                     |
| 12,697 62                      | .....                          | .....               | .....                        | .....                                     | .....                          |
| 6,702 65                       | 33,098 67                      | 27,121 57           | 5,977 10                     | 214 43                                    | 6,191 53                       |
| 136,718 66                     | 356,825 08                     | 244,726 83          | 112,098 25                   | 64,694 97                                 | 176,793 22                     |
| 250,341 16                     | 752,502 60                     | 509,575 64          | 242,926 96                   | 15,806 52                                 | 258,733 48                     |
| 36,188 04                      | 119,185 49                     | 94,460 96           | 24,724 53                    | .....                                     | 24,724 53                      |
| 3,628 37                       | 20,497 35                      | 17,566 92           | 2,930 43                     | 1,782 88                                  | 4,642 81                       |
| 10,327 50                      | 38,359 63                      | 25,064 44           | 13,295 19                    | .....                                     | 13,295 19                      |
| 60 84                          | .....                          | .....               | .....                        | .....                                     | .....                          |
| .....                          | 3,183 60                       | 2,170 23            | 1,013 37                     | .....                                     | 1,013 37                       |
| 30,146 15                      | 118,837 92                     | 111,725 95          | 7,111 97                     | .....                                     | 7,111 97                       |
| 4,063 47                       | .....                          | .....               | .....                        | .....                                     | .....                          |
| 8,069 24                       | .....                          | .....               | .....                        | .....                                     | .....                          |
| d 7,039 53                     | 29,135 73                      | 30,006 30           | d 870 57                     | 764 02                                    | d 106 55                       |
| \$5,296,699 88                 | \$20,153,973 66                | \$14,914,204 72     | \$5,239,768 94               | \$408,970 85                              | \$5,648,739 79                 |

i Included in New York, Ontario and Western in 1891.

j Merged in the Binghamton in 1891.

k Merged in the Buffalo in 1891.

l Figures for 1891 to October 30, 1890 only, balance of year in People's.

m For operation in 1891, see Syracuse Consolidated.

n Merged in Brooklyn City in 1891.

TABLE

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,  
June 30,*

"d" denotes

| NAME OF ROAD.                           | 1890.                        |                             |                                  |                      |
|---|------------------------------|-----------------------------|----------------------------------|----------------------|
|   | Interest due<br>and accrued. | Rentals of<br>leased lines. | Taxes<br>and miscel-<br>laneous. | Total<br>deductions. |
| Addison and Pennsylvania .....          | \$40,073 34                  | .....                       | \$1,098 42                       | \$41,171 76          |
| Adirondack .....                        | .....                        | .....                       | 5,218 54                         | 5,218 54             |
| Albany and Susquehanna .....            | .....                        | \$986,422 47                | 136,529 03                       | 1,122,951 50         |
| Allegheny and Kinzua .....              | 3,437 50                     | .....                       | .....                            | 3,437 50             |
| Auburn and Ithaca .....                 | a. ....                      | .....                       | 1,225 74                         | 1,225 74             |
| Bath and Hammondsport .....             | 5,500 00                     | .....                       | .....                            | 5,500 00             |
| Boston and Albany .....                 | 662,900 00                   | 78,000 00                   | 587,372 38                       | 1,328,273 38         |
| Bradford, Eldred, and Cuba .....        | 38,242 55                    | .....                       | 1,181 10                         | 39,393 65            |
| Brooklyn, Bath and West End .....       | 21,148 62                    | .....                       | 3,041 03                         | 24,189 65            |
| Brooklyn and Brighton Beach .....       | 36,438 28                    | .....                       | 57,866 36                        | 94,304 64            |
| Brooklyn and Rockaway Beach .....       | 4,738 66                     | .....                       | 1,234 52                         | 5,968 18             |
| Buffalo Creek .....                     | b 15,000 00                  | .....                       | 7,700 22                         | 22,700 22            |
| Buffalo, Rochester and Pittsb'gh .....  | 469,033 35                   | .....                       | 175,650 14                       | 644,683 49           |
| Carthage and Adirondack .....           | 67,247 47                    | .....                       | 4,643 32                         | 61,890 79            |
| Catskill Mountain .....                 | 2,500 00                     | 2,700 00                    | 2,592 47                         | 7,792 47             |
| Central New England and West'n.         | 152,038 28                   | 69,471 66                   | 22,802 06                        | 244,311 99           |
| Chateaugay .....                        | .....                        | 12,000 00                   | 1,306 66                         | 13,306 66            |
| Chautauqua Lake .....                   | c. ....                      | .....                       | .....                            | .....                |
| Clove Branch .....                      | .....                        | .....                       | 556 32                           | 556 32               |
| Connecting Terminal .....               | 25,000 00                    | .....                       | 8,253 69                         | 33,253 69            |
| Cooperstown and Charlotte Val. .....    | 2,595 38                     | .....                       | 1,090 18                         | 3,685 56             |
| Corning, Cowanesque & Antrim .....      | .....                        | 150,000 00                  | 14,914 38                        | 164,914 38           |
| Delaware, Lack. and Western .....       | .....                        | 2,048,329 33                | 185,210 64                       | 2,233,539 97         |
| Dunkirk, Alleg'y Val. & Pittsb'h. ..... | .....                        | .....                       | 9,588 43                         | 9,588 43             |
| Elmira, Cortland and Northern .....     | 50,148 35                    | 18,000 00                   | 22,576 29                        | 90,724 64            |
| Elmira and Lake Ontario .....           | .....                        | .....                       | 42,694 02                        | 42,694 02            |
| Elmira and Williamsport .....           | .....                        | 151,500 00                  | 24,979 99                        | 176,479 99           |
| Fitchburg .....                         | 807,416 44                   | 271,980 00                  | 175,597 88                       | 1,254,994 32         |
| Fonda, Johnstown & Gloversville .....   | 33,630 00                    | .....                       | 9,485 41                         | 43,115 41            |
| Geneva and Sayre .....                  | a 35,000 00                  | .....                       | 13,296 63                        | 48,296 63            |
| Grand View Beach .....                  | e. ....                      | .....                       | .....                            | .....                |
| Greenwich and Johnsonville .....        | .....                        | .....                       | 1,054 93                         | 1,054 93             |
| Hartford and Connecticut West'n .....   | b 5,066 66                   | .....                       | 238 91                           | 5,305 57             |
| Herkimer, Newport and Poland .....      | 3,623 21                     | .....                       | 1,732 55                         | 5,355 76             |
| Island .....                            | 24,000 00                    | .....                       | 6,648 88                         | 30,648 88            |
| Kaaterskill .....                       | 4,569 27                     | .....                       | 619 61                           | 5,188 88             |
| Kanona and Prattsburgh .....            | .....                        | .....                       | 200 73                           | 200 73               |
| Keesv., Aus. Chasm & L. Cham'n .....    | 1,060 00                     | .....                       | 61 89                            | 1,111 89             |
| Kinderhook and Hudson .....             | e. ....                      | .....                       | .....                            | .....                |
| Lackawanna and Southwestern .....       | f. ....                      | .....                       | 3,183 07                         | 3,183 07             |
| Lackawanna and Pittsburgh .....         | g. ....                      | .....                       | .....                            | .....                |
| Lake Champlain and Moriah .....         | .....                        | .....                       | 3,541 35                         | 3,541                |
| Lake Shore and Mich. Southern .....     | 3,234,765 00                 | 541,009 22                  | 503,416 61                       | 4,279,190            |
| Lebanon Springs .....                   | .....                        | .....                       | 570 14                           | 570                  |
| Lehigh and Hudson River .....           | 92,828 93                    | .....                       | 7,067 11                         | 99,896               |
| Lehigh Valley .....                     | c. ....                      | .....                       | .....                            | .....                |
| Long Island .....                       | 523,276 70                   | 172,644 99                  | 110,398 25                       | 806,319              |
| Marine .....                            | .....                        | .....                       | 562 26                           | 562                  |
| Middleburgh and Schoharie .....         | 1,080 00                     | .....                       | 433 19                           | 1,513                |
| Mid'town, Un'ville & Water Gap .....    | 20,000 00                    | .....                       | 1,924 69                         | 21,924               |

## NET INCOME OF STEAM ROADS.

17

B.

## SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1890 and 1891.

deficiency.

|                              |              | 1891.                     |                          |                          |                   |                              |
|------------------------------|--------------|---------------------------|--------------------------|--------------------------|-------------------|------------------------------|
| Net income from all sources. |              | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. | Net income from all sources. |
| d                            | \$52,107 54  | \$36,147 11               | .....                    | \$1,200 68               | \$37,347 74       | d \$7,512 11                 |
|                              | 22,795 89    | .....                     | .....                    | 5,591 22                 | 5,591 22          | 46,274 24                    |
|                              | 548,238 62   | .....                     | \$987,250 64             | 150,017 89               | 1,137,268 63      | 396,305 92                   |
| d                            | 1,605 67     | 12,729 15                 | .....                    | 400 48                   | 13,029 68         | 10,541 81                    |
| d                            | 268 49       | .....                     | .....                    | .....                    | .....             | .....                        |
| d                            | 4,865 76     | 11,588 79                 | .....                    | 1,126 20                 | 12,709 99         | 2,183 70                     |
|                              | 2,133,390 85 | 662,900 00                | 78,000 00                | 589,341 55               | 1,390,841 55      | 1,667,571 47                 |
| d                            | 29,918 40    | 34,979 07                 | .....                    | 968 05                   | 35,937 12         | d 35,697 12                  |
| d                            | 2,202 25     | 29,792 26                 | .....                    | 3,917 44                 | 33,709 70         | d 14,948 86                  |
| d                            | 44,451 50    | 36,280 36                 | .....                    | 39,413 74                | 75,694 10         | d 28,182 23                  |
|                              | 17,428 68    | 4,340 00                  | .....                    | 1,238 39                 | 5,578 39          | 25,434 59                    |
|                              | 71,603 13    | .....                     | .....                    | 165,174 08               | 677,372 55        | 74,462 29                    |
| d                            | 30,903 56    | 512,198 52                | .....                    | 4,179 39                 | 64,851 07         | d 9,994 26                   |
|                              | 24,109 83    | 60,671 68                 | .....                    | 3,284 75                 | 8,484 75          | 8,833 80                     |
|                              | 6,649 59     | 2,500 00                  | 2,700 00                 | .....                    | .....             | .....                        |
| d                            | 101,929 27   | 95,112 68                 | 78,862 67                | 18,147 16                | 187,122 41        | d 5,189 42                   |
|                              | 78,618 71    | .....                     | 12,000 00                | 2,760 39                 | 14,760 39         | 66,180 74                    |
| d                            | 1,480 78     | 1,521 32                  | .....                    | 6,135 04                 | 7,456 36          | d 6,154 73                   |
|                              | 54,576 15    | 35,000 00                 | .....                    | 398 14                   | 398 14            | 1,090 93                     |
|                              | 12,829 66    | 8,915 85                  | .....                    | 8,617 27                 | 33,617 27         | 30,911 88                    |
| d                            | 28,984 40    | .....                     | 150,000 00               | 2,598 22                 | 11,509 07         | 6,035 11                     |
|                              | 1,717,392 93 | .....                     | 2,141,662 67             | 9,962 17                 | 159,962 17        | 33,247 90                    |
|                              | 28,551 27    | .....                     | .....                    | 162,583 22               | 2,304,245 89      | 1,632,569 85                 |
|                              | 67,706 00    | 49,978 62                 | 18,000 00                | 10,492 91                | 10,492 91         | 60,662 87                    |
| d                            | 31,247 67    | .....                     | .....                    | 23,082 59                | 91,061 21         | 50,771 29                    |
|                              | 15,861 59    | .....                     | 151,500 00               | 42,516 95                | 42,516 95         | d 36,540 42                  |
|                              | 654,531 05   | 839,284 26                | 274,980 00               | 29,660 75                | 181,100 75        | d 24,362 30                  |
| d                            | 55,415 03    | 33,035 00                 | .....                    | 215,927 27               | 1,380,191 53      | 553,274 33                   |
|                              | 66,571 56    | .....                     | .....                    | 11,430 97                | 44,465 97         | 55,318 08                    |
|                              | .....        | 980 00                    | .....                    | .....                    | .....             | .....                        |
|                              | 6,008 99     | .....                     | .....                    | 12 60                    | 972 60            | 912 25                       |
|                              | 2,666 53     | .....                     | .....                    | 1,093 09                 | 1,093 09          | 11,860 84                    |
| d                            | 8,632 40     | 2,666 93                  | .....                    | 1,526 11                 | 4,188 04          | 8,996 23                     |
|                              | 1,739 45     | 24,000 00                 | .....                    | 6,381 48                 | 30,881 48         | d 2,553 18                   |
| d                            | 2,555 76     | 4,554 41                  | .....                    | 638 77                   | 5,193 18          | 208 92                       |
|                              | 862 00       | .....                     | .....                    | 367 73                   | 367 73            | 4,027 06                     |
| d                            | 2,054 03     | 1,960 00                  | .....                    | 522 82                   | 2,472 82          | 762 12                       |
|                              | .....        | 1,875 00                  | .....                    | 225 98                   | 2,100 98          | 13,687 06                    |
| d                            | 6,980 30     | .....                     | .....                    | .....                    | .....             | .....                        |
|                              | .....        | .....                     | .....                    | .....                    | .....             | .....                        |
|                              | 1,028 87     | .....                     | .....                    | 4,040 24                 | 4,040 24          | 769 18                       |
|                              | 641 00       | 3,218,465 00              | 537,352 40               | 496,902 16               | 4,261,719 56      | 20,892 91                    |
|                              | 873 53       | .....                     | .....                    | 239 16                   | 3,762 45          | d 3,896,567 38               |
|                              | 526 30       | 111,143 07                | .....                    | 4,852 58                 | 115,995 65        | d 3,762 45                   |
|                              | .....        | .....                     | .....                    | .....                    | .....             | 33,703 18                    |
|                              | 426 55       | 553,284 35                | 175,582 38               | 39,735 01                | 39,735 01         | d 66,165 20                  |
|                              | 541 96       | .....                     | .....                    | 131,276 59               | 860,093 32        | 733,163 62                   |
|                              | 90 55        | 1,080 00                  | .....                    | 555 30                   | 565 30            | d 345 53                     |
|                              | 398 56       | 20,000 00                 | .....                    | 490 14                   | 1,570 14          | d 436 79                     |
|                              | .....        | .....                     | .....                    | 2,047 75                 | 22,047 75         | d 8,905 74                   |

TABLE B—

ROADS IN OPERATION—

Comparative Statement of Deductions from Gross Income (Interest,

June 30,

"d" denotes

| NAME OF ROAD.                     | 1890.                     |                          |                          |                   |
|-----------------------------------|---------------------------|--------------------------|--------------------------|-------------------|
|                                   | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. |
| Mount McGregor.....               | \$3,000 00                | .....                    | \$1,255 58               | \$4,255 58        |
| Newburgh, Dutchess and Conn..     | 11,809 81                 | .....                    | 5,911 97                 | 17,721 28         |
| New Jersey and New York .....     | 29,000 04                 | \$11,400 00              | 3,145 24                 | 43,545 28         |
| New York and Canada .....         | .....                     | 265,775 87               | 32,645 71                | 298,421 58        |
| N. Y. Central and Hudson River.   | 8,590,536 03              | 4,053,392 56             | 1,740,023 63             | 9,383,951 21      |
| N. Y. C. Hud. Riv. & Ft. Orange.  | .....                     | .....                    | 21 59                    | 21 59             |
| New York, Chicago and St. Louis   | 786,660 00                | .....                    | 830,398 57               | 1,117,058 57      |
| New York, Lake Erie & Western.    | 5,214,713 52              | 3,784,397 32             | 1,254,711 20             | 10,253,822 04     |
| New York and Massachusetts....    | .....                     | .....                    | 9,006 56                 | 9,006 56          |
| New York and New England.....     | 1,010,936 93              | 330,466 34               | 349,565 04               | 1,690,968 31      |
| N. Y., New Haven and Hartford..   | 80,000 00                 | 982,888 37               | 552,868 38               | 1,615,756 75      |
| New York and Northern .....       | 60,000 00                 | .....                    | 53,386 18                | 113,386 18        |
| New York, Ontario and Western.    | 207,211 67                | 3,750 00                 | 87,337 16                | 298,298 83        |
| New York and Rockaway Beach..     | 40,418 19                 | .....                    | 2,531 69                 | 42,949 88         |
| New York and Sea Beach.....       | 16,450 64                 | .....                    | 9,629 88                 | 26,080 52         |
| Northern Adirondack.....          | .....                     | 32,068 35                | 19,561 62                | 51,649 97         |
| Ogdensburg & Lake Champlain.      | 233,955 16                | .....                    | 28,455 19                | 262,410 35        |
| Orange County.....                | .....                     | .....                    | 26 00                    | 26 00             |
| Owasco River.....                 | 534 97                    | .....                    | 280 97                   | 815 94            |
| Penn., Poughkeepsie and Boston    | G.....                    | .....                    | .....                    | .....             |
| Port Jervis, Monticello and N. Y. | 21,840 00                 | .....                    | 4,953 81                 | 26,793 81         |
| Prospect Park and Coney Island.   | 60,430 20                 | 10,000 00                | 4,425 25                 | 74,855 45         |
| Rensselaer and Saratoga.....      | .....                     | 911,950 00               | 152,210 06               | 1,064,160 06      |
| Rochester and Glen Haven .....    | 4,800 00                  | .....                    | 1,127 47                 | 5,927 47          |
| Rochester, Hornellsville & Lack.  | .....                     | .....                    | .....                    | .....             |
| Rochester and Lake Ontario.....   | .....                     | .....                    | 1,471 29                 | 1,471 29          |
| Rome, Watertown & Ogdensburg      | b 619,839 05              | 285,317 59               | 144,801 86               | 1,049,958 50      |
| Schoharie Valley.....             | 2,400 00                  | .....                    | 370 48                   | 2,770 48          |
| Seneca Electric.....              | G.....                    | .....                    | .....                    | .....             |
| Seneca Falls and Cayuga Lake..    | 2,400 00                  | .....                    | 89 10                    | 2,489 10          |
| Silver Lake.....                  | 10,630 80                 | .....                    | 1,140 08                 | 11,770 88         |
| Skaneateles.....                  | 1,163 50                  | .....                    | 872 20                   | 2,035 70          |
| Southern Central .....            | 190,403 13                | .....                    | 18,062 56                | 208,465 69        |
| Staten Island Rapid Transit.....  | 192,684 22                | 80,600 00                | 25,600 00                | 298,884 22        |
| Sterling Mountain.....            | 4,748 24                  | .....                    | 822 74                   | 5,570 98          |
| Stony Clove and Catskill Mount'n  | 10,500 00                 | .....                    | 2,081 03                 | 12,581 03         |
| Syracuse and Baldwinsville.....   | 9,600 00                  | .....                    | 748 33                   | 10,348 33         |
| Syracuse, Binghamton and N. Y.    | 137,620 00                | .....                    | 43,647 63                | 180,267 63        |
| Syracuse, Geneva and Corning..    | .....                     | 212,302 15               | 10,153 45                | 222,455 60        |
| Syracuse, Ontario and New York    | b 54,000 00               | .....                    | 5,266 37                 | 59,266 37         |
| Tioga.....                        | 50,475 00                 | 14,794 00                | 6,159 47                 | 71,428 47         |
| Tonawanda Valley and Cuba....     | .....                     | .....                    | .....                    | .....             |
| Ulster and Delaware.....          | 63,744 29                 | 500 00                   | 22,191 12                | 86,435 41         |
| United States and Canada .....    | 10,313 53                 | .....                    | .....                    | 10,313 53         |
| Utica, Clin. & Bing. & Rome & C.  | 1.....                    | 75,000 00                | 8,580 00                 | 83,580 00         |
| Wallkill Valley.....              | 17,500 00                 | .....                    | 5,292 75                 | 22,792 75         |
| Wellsville, Coudersport and P. C. | c.....                    | .....                    | .....                    | .....             |
| Western N. Y. and Pennsylvania.   | 517,533 03                | .....                    | 134,757 93               | 652,290 96        |
|                                   |                           |                          | *\$5,496,092 87          |                   |
|                                   |                           |                          | 1,737,484 73             |                   |
|                                   | \$19,640,193 44           | \$15,556,680 51          | \$7,238,577 10           | \$42,430,451      |

\* Taxes.

# NET INCOME OF STEAM ROADS.

19

(Continued).

## SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1890 and 1891.

deficiency.

| 1891.                        |                           |                          |                          |                   |                              |
|------------------------------|---------------------------|--------------------------|--------------------------|-------------------|------------------------------|
| Net income from all sources. | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. | Net income from all sources. |
| d \$3,048 54                 | \$3,000 00                | .....                    | \$1,197 68               | \$4,197 68        | d \$4,238 88                 |
| 28,379 08                    | 15,431 08                 | .....                    | 6,102 15                 | 21,553 18         | 8,963 74                     |
| 4,374 01                     | 29,000 04                 | \$11,400 00              | 3,399 11                 | 43,799 15         | d 8,415 64                   |
| 156,362 91                   | .....                     | 236,521 80               | 68,717 42                | 305,239 22        | d 63,826 99                  |
| 4,662,462 22                 | 3,864,968 11              | 4,452,100 24             | 2,260,997 47             | 10,568,065 82     | 3,649,298 55                 |
| 291 09                       | .....                     | .....                    | 22 17                    | 22 17             | 531 11                       |
| 219,269 01                   | 782,510 00                | .....                    | 229,060 38               | 1,011,570 38      | 232,148 20                   |
| 1,021,906 13                 | 5,180,497 86              | 4,039,278 38             | 1,007,439 62             | 10,227,215 86     | 709,377 24                   |
| d 12,830 98                  | .....                     | .....                    | 9,159 85                 | 9,159 85          | d 17,965 43                  |
| 380,316 30                   | 1,068,243 40              | 356,923 51               | 354,406 22               | 1,799,573 13      | 222,554 86                   |
| 1,908,019 72                 | 80,000 00                 | 984,060 50               | 616,922 87               | 1,680,983 37      | 1,902,096 54                 |
| d 3,049 15                   | 60,000 00                 | .....                    | 41,832 54                | 101,832 54        | d 5,333 56                   |
| 146,441 91                   | 458,934 97                | 169,955 71               | 99,727 94                | 728,618 62        | 100,439 82                   |
| 1,788 14                     | 38,690 00                 | .....                    | 2,738 39                 | 41,338 39         | 8,462 96                     |
| 12,363 82                    | 15,900 62                 | .....                    | 3,960 47                 | 19,851 09         | 26,390 24                    |
| 22,502 73                    | .....                     | .....                    | 35,211 79                | 85,211 79         | 47,746 37                    |
| d 8,134 08                   | 230,088 28                | 4,063 32                 | 29,571 17                | 263,739 77        | d 42,877 41                  |
| 1,884 89                     | .....                     | .....                    | 735 17                   | 735 17            | 3,574 56                     |
| 3,667 66                     | 498 54                    | .....                    | 479 50                   | 973 04            | d 8,875 82                   |
| .....                        | 194,075 92                | .....                    | 60,042 96                | 254,118 88        | d 290,923 21                 |
| d 21,759 93                  | 25,037 66                 | .....                    | 3,687 93                 | 28,725 59         | d 20,154 23                  |
| d 4,420 66                   | 70,469 31                 | 13,000 00                | 2,522 75                 | 85,992 06         | d 13,198 13                  |
| 63,404 89                    | .....                     | 940,718 00               | 159,375 62               | 1,100,093 62      | d 136,216 64                 |
| 70 93                        | 5,047 00                  | .....                    | 1,225 83                 | 6,272 83          | d 3,158 91                   |
| 2,097 44                     | .....                     | .....                    | 624 92                   | 624 92            | 1,027 73                     |
| 10,506 62                    | .....                     | .....                    | 1,783 37                 | 1,783 37          | 10,752 46                    |
| 641,406 46                   | 442,398 08                | 224,769 99               | 101,419 36               | 768,587 38        | 473,245 66                   |
| 106 04                       | 2,400 00                  | .....                    | 400 63                   | 2,800 63          | 287 76                       |
| d 2,460 29                   | 2,400 00                  | .....                    | 232 67                   | 2,632 67          | 1,359 09                     |
| 24,597 67                    | 12,067 98                 | .....                    | 757 33                   | 12,815 31         | 27,472 91                    |
| 9,849 35                     | 684 00                    | .....                    | 834 56                   | 1,518 56          | 6,420 07                     |
| d 145,608 74                 | 199,312 63                | .....                    | 18,593 34                | 217,905 97        | d 127,767 59                 |
| d 2,904 04                   | 198,650 69                | 80,600 00                | 23,600 00                | 297,850 69        | 48,476 00                    |
| 4,103 46                     | 1,558 28                  | .....                    | 822 50                   | 2,380 78          | 9,013 03                     |
| 6,413 40                     | 10,560 54                 | .....                    | 1,848 56                 | 12,409 10         | 8,891 65                     |
| d 9,230 13                   | 187,620 00                | .....                    | 87,218 13                | 174,838 13        | 222,464 29                   |
| d 231,014 88                 | .....                     | 223,024 30               | 9,547 90                 | 232,572 20        | d 55,107 66                  |
| d 117,757 84                 | .....                     | .....                    | .....                    | .....             | .....                        |
| d 44,360 19                  | .....                     | .....                    | .....                    | .....             | .....                        |
| d 3,505 08                   | 50,475 00                 | 14,794 00                | 2,439 04                 | 67,708 04         | 41,325 53                    |
| 5,096 50                     | .....                     | .....                    | .....                    | .....             | 140 59                       |
| 1,916 47                     | 72,284 56                 | .....                    | 21,268 17                | 93,552 73         | 46,332 40                    |
| 1,510 46                     | 11,384 54                 | .....                    | 2,163 33                 | 13,547 87         | d 21,267 98                  |
| 1,363 21                     | .....                     | .....                    | .....                    | .....             | .....                        |
| 1,631 81                     | 27,124 00                 | .....                    | 5,546 79                 | 32,670 79         | 4,934 80                     |
| .....                        | 900 00                    | .....                    | .....                    | 900 00            | 3,700 79                     |
| 59,041 80                    | 1,520,502 06              | .....                    | 86,851 51                | 1,607,353 57      | d 526,393 38                 |
| .....                        | .....                     | .....                    | *\$6,087,549 96          | .....             | .....                        |
| .....                        | .....                     | .....                    | 1,427,472 92             | .....             | .....                        |
| 157,900 62                   | \$21,264,315 48           | \$16,384,120 41          | \$7,515,022 88           | \$45,133,458 77   | \$15,315,862 50              |

\* Taxes.

TABLE B —

## ROADS IN OPERATION —

*Comparative Statement of Deductions from Gross Income (Interest,  
June 30,*

"d" denotes

| NAME OF ROAD.                | 1890.                     |                          |                          |                   |
|------------------------------|---------------------------|--------------------------|--------------------------|-------------------|
|                              | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. |
| Brooklyn .....               | \$272,701 99              | \$271,075 00             | \$10,191 15              | \$553,968 14      |
| Kings County .....           | 173,155 25                | 2,000 00                 | 1,702 60                 | 176,857 85        |
| Manhattan .....              | 1,582,880 00              | 15,000 00                | 452,924 98               | 2,050,804 98      |
| Sea View .....               | 1,650 00                  |                          | 700 03                   | 2,350 03          |
| Suburban Rapid Transit ..... |                           |                          | 18,068 67                | 18,068 67         |
|                              |                           |                          | *\$482,932 48            |                   |
|                              |                           |                          | 654 85                   |                   |
|                              | \$2,030,387 24            | \$288,075 00             | \$483,587 33             | \$2,802,049 57    |

## \* Taxes.

## SURFACE

|  |             |            |            |             |
|--|-------------|------------|------------|-------------|
| Albany .....                                 | \$17,581 51 |            | \$5,019 48 | \$22,600 99 |
| Amsterdam .....                              |             | \$1,000 00 |            | 1,000 00    |
| Atlantic Avenue .....                        | 59,717 58   |            | 22,075 61  | 81,793 19   |
| Auburn City .....                            | 3,090 00    |            | 177 13     | 3,267 13    |
| Babylon .....                                |             |            |            |             |
| Binghamton .....                             | 2,850 00    |            |            | 2,850 00    |
| Binghamton Central .....                     | j           |            |            |             |
| Binghamton and Port Dickinson .....          |             | 8,000 00   |            | 8,000 00    |
| Broadway (Brooklyn) .....                    | 17,500 00   |            | 15,007 78  | 32,507 78   |
| Broadway and Seventh Avenue .....            | b           | 110,338 93 | 138,268 62 | 372,357 55  |
| Brooklyn, Bushw'k & Queens Co. .....         | 15,000 00   |            | 1,408 61   | 16,408 61   |
| Brooklyn City .....                          | 104,629 63  | 79,237 78  | 137,571 66 | 321,438 97  |
| Brooklyn City and Newtown .....              | 60,719 17   |            | 13,399 29  | 74,109 46   |
| Buffalo .....                                | 62,466 29   |            | 7,107 72   | 69,574 01   |
| Buffalo East Side .....                      | k           | 48,466 19  | 8,612 33   | 57,078 52   |
| Canandaigua .....                            | 1,200 00    |            | 201 82     | 1,401 82    |
| Central City .....                           | l           |            | 1,438 71   | 1,438 71    |
| Central Crostown .....                       | 15,000 00   |            | 28,879 68  | 43,879 68   |
| Central Park, North & East River .....       | 84,000 00   |            | 44,445 43  | 128,445 43  |
| Chambers St. & Grand St. Ferry .....         | b           |            | 6,719 16   | 6,719 16    |
| Christopher and Tenth Street .....           | b           | 10,407 92  | 23,381 91  | 33,789 83   |
| City (Binghamton) .....                      | j           |            | 110 82     | 110 82      |
| City of Poughkeepsie .....                   |             |            | 850 36     | 850 36      |
| Coney Island and Brooklyn .....              | 15,730 00   |            | 8,380 04   | 24,110 04   |
| Cortland and Homer .....                     |             |            | 388 90     | 388 90      |
| Court Street and East End .....              |             |            | 145 29     | 145 29      |
| Croastown (Buffalo) .....                    | e           |            |            |             |
| Deerfield and Utica .....                    | 201 81      |            | 1 32       | 203 13      |
| Dry Dock, East B'dway & Battery .....        | 130,800 00  |            | 39,780 31  | 170,580 31  |
| Dunkirk and Fredonia .....                   | 42 00       |            | 922 80     | 964 80      |
| Eighth Avenue .....                          | 60,000 00   |            | 38,078 62  | 98,078 62   |
| Elmira and Horseheads .....                  | 4,125 00    |            | 1,250 27   | 5,375 27    |
| Fifth Ward (Syracuse) .....                  | m           | 945 34     | 872 01     | 1,817 35    |
| Forty-second St. & Grand St. Ferry .....     | 17,566 67   |            | 33,850 52  | 51,417 19   |
| Forty-second St. M. n. & St. Nic. Ave. ..... | 77,148 19   |            | 33,699 62  | 110,847 81  |
| Flushing and College Point .....             | e           |            |            |             |
| Fourth Ward (Syracuse) .....                 | m           | 2,160 00   | 313 18     | 2,473 18    |
| Frankfort and Ilion .....                    |             |            | 193 89     | 193 89      |
| Fulton and Oswego Falls .....                | 900 00      |            | 97 76      | 997 76      |
| Genesee & Water St. (Syracuse) .....         | m           | 225 00     | 1,022 53   | 1,247 53    |



# NET INCOME OF ELEVATED AND STREET ROADS.

21

(Continued).

## ELEVATED STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1890 and 1891.

deficiency.

|                              | 1891.                     |                          |                          |                   |                              |  |
|------------------------------|---------------------------|--------------------------|--------------------------|-------------------|------------------------------|--|
| Net income from all sources. | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. | Net income from all sources. |  |
| \$95,940 48                  | \$507,474 17              | \$105,500 00             | \$12,605 70              | \$625,579 87      | \$143,757 07                 |  |
| d 16,896 88                  | 186,501 37                | 2,000 00                 | 5,543 70                 | 194,045 07        | 51,298 58                    |  |
| 2,433,672 07                 | 1,897,494 02              | 10,000 00                | 480,488 50               | 2,887,982 52      | 2,596,586 36                 |  |
| 271 70                       | 1,680 00                  | .....                    | 1,064 70                 | 2,714 70          | 672 10                       |  |
| 31,363 47                    | .....                     | .....                    | 22,735 61                | 22,735 61         | 42,733 88                    |  |
|                              |                           |                          | *\$522,322 00            |                   |                              |  |
|                              |                           |                          | 116 21                   |                   |                              |  |
| \$2,594,360 86               | \$2,593,119 56            | \$117,500 00             | \$522,438 21             | \$3,233,057 77    | \$2,835,047 49               |  |

\* Taxes.

## STREET.

|               |             |            |            |             |             |   |
|---------------|-------------|------------|------------|-------------|-------------|---|
| d \$11,461 11 | \$26,083 51 | .....      | \$7,089 42 | \$33,122 93 | \$10,072 75 |   |
| 684 85        | 4,500 00    | .....      | 101 04     | 4,601 04    | 429 12      |   |
| d 2,751 24    | 63,026 07   | .....      | 19,125 72  | 82,153 79   | 6,892 13    |   |
| d 355 09      | .....       | .....      | 243 43     | 243 43      | 1,655 76    |   |
| d 688 38      | .....       | .....      | .....      | .....       | 872 76      | d |
| 2,961 72      | 10,920 00   | .....      | 1,033 78   | 11,953 78   | 171 36      |   |
| 118 75        | .....       | .....      | .....      | .....       | .....       |   |
| 726 00        | .....       | \$3,000 00 | .....      | 3,000 00    | d 1,264 53  |   |
| 36,713 81     | 17,500 00   | .....      | 15,461 81  | 32,961 81   | 50,753 84   |   |
| 202,881 87    | .....       | .....      | .....      | .....       | .....       |   |
| d 23,154 65   | 15,000 00   | .....      | 1,220 10   | 16,220 10   | d 35,606 84 |   |
| 404,696 79    | 126,573 79  | .....      | 176,629 11 | 302,202 90  | 490,501 53  |   |
| 13,465 66     | 63,667 76   | .....      | 12,003 80  | 75,661 56   | 31,185 40   |   |
| d 28,972 69   | 181,877 67  | .....      | 21,262 38  | 178,160 06  | 100,289 83  |   |
| 736 23        | .....       | .....      | .....      | .....       | .....       |   |
| d 1,032 90    | 1,200 00    | .....      | 200 51     | 1,400 51    | d 1,549 73  |   |
| 6,469 99      | .....       | .....      | 1,000 77   | 1,000 77    | 3,271 89    |   |
| 46,839 24     | 15,000 00   | 63,300 00  | 41,882 08  | 120,182 03  | 42,379 76   |   |
| 94,192 65     | 84,000 00   | .....      | 42,762 83  | 126,762 83  | 87,789 66   |   |
| 5,564 96      | .....       | .....      | .....      | .....       | .....       |   |
| 28,573 30     | .....       | .....      | .....      | .....       | .....       |   |
| 1,324 77      | .....       | .....      | .....      | .....       | .....       |   |
| 827 36        | 577 90      | .....      | 585 36     | 1,163 26    | 2,207 78    |   |
| 31,960 68     | 30,907 74   | .....      | 9,960 78   | 40,868 47   | 3,069 95    |   |
| 2,411 14      | .....       | .....      | 517 24     | 517 24      | 993 00      |   |
| 1,628 91      | .....       | .....      | 405 84     | 405 84      | d 1,273 00  |   |
| .....         | .....       | .....      | 109 83     | 109 83      | 824 90      |   |
| 1,100 51      | 545 27      | .....      | 87 27      | 632 54      | d 18 77     |   |
| 109,363 45    | 127,800 00  | .....      | 42,862 40  | 170,162 40  | 106,265 09  |   |
| 5,184 02      | 54 87       | .....      | 730 43     | 785 30      | 4,876 51    |   |
| 135,148 42    | 60,000 00   | .....      | 35,108 90  | 95,108 90   | 127,431 57  |   |
| 963 26        | 16,417 50   | .....      | 1,439 10   | 17,846 60   | d 4,746 44  |   |
| 9,168 52      | .....       | .....      | .....      | .....       | .....       |   |
| 40,314 06     | 16,520 00   | .....      | 35,208 82  | 51,728 82   | 145,886 05  |   |
| 15,723 96     | 77,087 23   | .....      | 43,831 06  | 120,918 29  | 24,649 51   |   |
| .....         | 681 31      | .....      | .....      | 681 31      | 667 88      |   |
| 303 14        | .....       | .....      | .....      | .....       | .....       |   |
| 1,477 59      | .....       | .....      | 210 24     | 210 24      | 1,136 66    |   |
| 1,176 37      | 900 00      | .....      | 100 56     | 1,000 56    | d 1,667 47  |   |
| 6,483 91      | .....       | .....      | .....      | .....       | .....       |   |

## TABLE B—

## ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,  
June 30,*

*"d" denotes*

| NAME OF ROAD.                        | 1890.                        |                             |                                  |                      |
|--------------------------------------|------------------------------|-----------------------------|----------------------------------|----------------------|
|                                      | Interest due<br>and accrued. | Rentals of<br>leased lines. | Taxes<br>and miscel-<br>laneous. | Total<br>deductions. |
| Glens Falls, S. Hill & Ft. Edward.   | \$1,440 00                   | .....                       | \$710 44                         | \$2,150 44           |
| Grand Street and Newtown             | n 9,406 55                   | .....                       | 4,928 10                         | 14,334 65            |
| Harlem Br'ge, Morris'nia & Ford.     | 4,213 22                     | .....                       | 7,826 08                         | 12,039 30            |
| Herkimer and Mohawk                  | .....                        | .....                       | 312 49                           | 312 49               |
| Houston, West St. & Pav. Ferry..     | 38,272 50                    | .....                       | 11,704 12                        | 49,976 62            |
| Hudson Electric                      | e                            | .....                       | .....                            | .....                |
| Huntington                           | e                            | .....                       | .....                            | .....                |
| Ithaca                               | 1,200 00                     | .....                       | 88 46                            | 1,288 46             |
| Jamaica and Brooklyn                 | 8,125 00                     | .....                       | .....                            | 8,125 00             |
| Jamestown                            | 1,500 00                     | .....                       | 426 42                           | 1,926 42             |
| Jerome Park                          | .....                        | .....                       | 2,580 16                         | 2,580 16             |
| Johnstown, Glov. and Kingsboro.      | .....                        | \$4,000 00                  | .....                            | 4,000 00             |
| Kingston City                        | 2,029 18                     | .....                       | 977 49                           | 3,006 65             |
| Larchmont                            | .....                        | .....                       | 146 26                           | 146 26               |
| Lockport                             | 1,250 00                     | .....                       | 218 13                           | 1,468 13             |
| Long Island City and Newtown..       | 12,000 00                    | .....                       | 200 00                           | 12,200 00            |
| Mohawk and Ilion                     | .....                        | .....                       | 327 63                           | 327 63               |
| New Brighton & Onondaga Valley       | m 804 00                     | 500 00                      | 65 29                            | 1,369 29             |
| Newburgh                             | 6,067 86                     | .....                       | 612 31                           | 6,680 17             |
| New Rochelle Ry. and Transit Co.     | e                            | .....                       | .....                            | .....                |
| New York and Harlem                  | .....                        | .....                       | 23,651 97                        | 23,651 97            |
| Niagara Falls and Susp. Bridge..     | .....                        | .....                       | 875 38                           | 875 38               |
| Ninth Avenue                         | .....                        | .....                       | 25,357 87                        | 25,357 87            |
| North and East Greenbush             | 1,235 50                     | .....                       | 265 18                           | 1,500 68             |
| Ogdensburg                           | .....                        | .....                       | 117 20                           | 117 20               |
| Olean                                | .....                        | .....                       | 248 93                           | 248 93               |
| Oneida                               | 103 50                       | .....                       | 192 48                           | 295 98               |
| Oneida Street (Utica)                | c                            | .....                       | .....                            | .....                |
| Oneonta                              | .....                        | .....                       | 119 71                           | 119 71               |
| Oswego                               | 375 00                       | .....                       | 186 64                           | 561 64               |
| Pelham Park                          | 1,890 00                     | .....                       | 774 80                           | 2,664 80             |
| People's (Syracuse).                 | .....                        | .....                       | 941 65                           | 941 65               |
| Prospect P'k & Con. Isl. (City Div.) | 250 00                       | 21,000 00                   | 8,129 00                         | 29,379 00            |
| Prospect Park and Flatbush           | 1,200 00                     | .....                       | 128 09                           | 1,328 09             |
| Rochester                            | 69,700 00                    | .....                       | 15,724 89                        | 85,424 89            |
| Rochester Electric                   | .....                        | .....                       | 445 34                           | 445 34               |
| Rockaway Village                     | 1,250 00                     | .....                       | .....                            | 1,250 00             |
| Rome                                 | 7,670 00                     | .....                       | 282 16                           | 7,952 16             |
| Saratoga Electric                    | e                            | .....                       | .....                            | .....                |
| Schenectady                          | 2,417 51                     | .....                       | 151 31                           | 2,568 82             |
| Sea Cliff Inclined Cable             | 60 00                        | .....                       | 86 40                            | 146                  |
| Second Avenue                        | 91,303 93                    | .....                       | 48,048 58                        | 139,352              |
| Seventh Ward (Syracuse)              | m 3,000 00                   | .....                       | 656 25                           | 3,656                |
| Sixth Avenue                         | 35,000 00                    | .....                       | 42,000 00                        | 77,000               |
| South Brooklyn Central               | 17,925 00                    | .....                       | 2,848 93                         | 20,773               |
| Steinway and Hunter's Point....      | 23,873 90                    | 1,751 92                    | 2,485 76                         | 28,111               |
| Stillwater and Mechanicville         | 1,100 00                     | .....                       | 227 36                           | 1,327                |
| Syracuse, Eastw'd H'ts & DeWitt.     | e                            | .....                       | .....                            | .....                |
| Syracuse Consolidated                | e                            | .....                       | .....                            | .....                |
| Syracuse and Geddes                  | m 2,473 18                   | .....                       | 874 28                           | 3,347                |

(Continued).

## SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1890 and 1891.

deficiency.

|                              |                           | 1891.                    |                          |                   |                              |
|------------------------------|---------------------------|--------------------------|--------------------------|-------------------|------------------------------|
| Net income from all sources. | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. | Net income from all sources. |
| d \$1,990 66                 | \$1,440 00                | .....                    | \$646 58                 | \$2,086 58        | \$449 19                     |
| 3,548 67                     | .....                     | .....                    | .....                    | .....             | .....                        |
| 1,182 96                     | 4,296 00                  | .....                    | 7,528 69                 | 11,824 69         | d 9,232 35                   |
| 3,467 26                     | .....                     | .....                    | 422 61                   | 422 61            | 1,502 34                     |
| 2,806 39                     | 38,496 00                 | \$448,750 00             | 187,710 98               | 664,955 98        | d 9,475 52                   |
| .....                        | 2,000 00                  | .....                    | 58 68                    | 2,068 68          | 3,756 47                     |
| .....                        | 1,854 00                  | .....                    | 13 49                    | 1,364 49          | 313 57                       |
| d 45                         | 1,200 00                  | .....                    | 108 63                   | 1,308 63          | d 246 04                     |
| d 3,469 77                   | 19,750 00                 | .....                    | 107 11                   | 19,857 11         | d 5,347 57                   |
| 1,540 64                     | 1,500 00                  | .....                    | 471 99                   | 1,971 99          | 1,256 84                     |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| 171 44                       | .....                     | .....                    | .....                    | .....             | d 2,414 99                   |
| 3,114 80                     | 50 00                     | .....                    | 595 65                   | 645 65            | 1,844 88                     |
| 6,470 65                     | 1,910 00                  | .....                    | 896 77                   | 2,806 77          | 4,460 46                     |
| d 46 06                      | .....                     | .....                    | 157 90                   | 157 90            | 159 63                       |
| d 6,955 12                   | 1,424 24                  | .....                    | 128 58                   | 1,562 82          | d 4,443 12                   |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| d 4,502 10                   | 12,000 00                 | .....                    | 821 79                   | 12,821 79         | d 4,765 89                   |
| 3,065 26                     | .....                     | .....                    | 287 92                   | 287 92            | 2,900 11                     |
| d 556 52                     | .....                     | .....                    | .....                    | .....             | .....                        |
| d 5,766 77                   | 7,580 45                  | .....                    | 468 37                   | 8,048 82          | d 8,331 20                   |
| .....                        | .....                     | .....                    | .....                    | .....             | d 2,414 99                   |
| 255,719 70                   | .....                     | .....                    | 27,089 83                | 27,089 83         | 279,369 62                   |
| 3,415 52                     | .....                     | .....                    | 866 60                   | 866 60            | 3,849 68                     |
| 17,637 57                    | .....                     | .....                    | 25,751 73                | 25,751 73         | 24,497 72                    |
| d 1,122 71                   | 1,286 50                  | .....                    | 203 82                   | 1,439 32          | d 4,905 57                   |
| 173 63                       | .....                     | .....                    | 133 70                   | 133 70            | d 550 64                     |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| 1,181 34                     | .....                     | .....                    | 274 59                   | 274 59            | 1,716 75                     |
| d 28 41                      | 168 61                    | .....                    | 209 61                   | 368 12            | 355 74                       |
| .....                        | .....                     | .....                    | 48 95                    | 48 95             | 653 85                       |
| 74 59                        | 1,104 91                  | .....                    | 2,244 39                 | 3,349 30          | d 9,431 24                   |
| d 367 51                     | 875 00                    | .....                    | 207 90                   | 582 90            | d 1,758 21                   |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| 1,949 40                     | 1,930 00                  | .....                    | 722 50                   | 2,652 50          | 1,402 39                     |
| 14,854 16                    | 18,490 00                 | .....                    | 3,218 91                 | 21,618 91         | 2,833 96                     |
| 14,965 86                    | 250 00                    | 21,000 00                | 7,586 41                 | 29,086 41         | d 7,328 99                   |
| d 1,221 08                   | 900 00                    | .....                    | 107 18                   | 1,007 18          | d 448 92                     |
| 77,501 22                    | 154,500 00                | .....                    | 26,184 91                | 180,684 91        | 38,211 82                    |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| 8,944 36                     | .....                     | .....                    | 1,902 07                 | 1,902 07          | 5,285 14                     |
| d 1,376 49                   | .....                     | 1,250 00                 | .....                    | 1,250 00          | d 94 98                      |
| d 6,586 92                   | 7,656 52                  | .....                    | 316 52                   | 7,973 04          | d 9,278 60                   |
| .....                        | 4,250 00                  | .....                    | .....                    | 4,250 00          | d 4,613 86                   |
| d 3,410 03                   | 1,800 00                  | .....                    | 167 75                   | 1,967 75          | d 1,185 65                   |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| 97 19                        | 120 00                    | .....                    | 130 00                   | .....             | d 294 91                     |
| ,099 17                      | 90,499 92                 | .....                    | 50,893 57                | 141,393 49        | 74,609 87                    |
| 782 06                       | .....                     | .....                    | .....                    | .....             | .....                        |
| 319 64                       | 20,000 00                 | .....                    | 48,000 00                | 68,000 00         | 164,663 71                   |
| 616 40                       | 17,925 00                 | .....                    | 2,612 55                 | 20,437 55         | d 1,245 60                   |
| .....                        | .....                     | .....                    | .....                    | .....             | .....                        |
| 8,152 37                     | 30,420 81                 | 1,751 92                 | 3,365 51                 | 35,537 94         | d 44,011 25                  |
| 189 19                       | 1,023 42                  | .....                    | 238 08                   | 1,261 50          | 120 22                       |
| .....                        | 55,988 78                 | .....                    | 3,586 39                 | 59,575 17         | 896 76                       |
| .....                        | .....                     | .....                    | .....                    | .....             | 307 09                       |
| 1,587 95                     | .....                     | .....                    | .....                    | .....             | .....                        |

TABLE B—

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,  
June 30,*

*"d" denotes*

| NAME OF ROAD.                         | 1890.                        |                             |                                  |                      |
|---------------------------------------|------------------------------|-----------------------------|----------------------------------|----------------------|
|                                       | Interest due<br>and accrued. | Rentals of<br>leased lines. | Taxes<br>and miscel-<br>laneous. | Total<br>deductions. |
| Syracuse and Onondaga .....           | l .....                      | .....                       | \$1,375 50                       | \$1,375 50           |
| Third Avenue .....                    | \$197,137 82                 | .....                       | 70,110 28                        | 267,248 10           |
| Third Ward (Syracuse).....            | m 5,686 00                   | .....                       | 272 50                           | 5,957 50             |
| Troy and Albia .....                  | 2,380 00                     | .....                       | 754 92                           | 3,134 92             |
| Troy and Lansingburgh .....           | 16,947 41                    | \$6,360 00                  | 8,277 96                         | 31,575 36            |
| Twenty-third Street .....             | 28,691 68                    | 62,500 00                   | 49,792 43                        | 140,984 11           |
| Utica Belt Line .....                 | 13,183 83                    | 15,000 00                   | 27,236 66                        | 55,419 99            |
| Utica and Mohawk .....                | 1,488 38                     | .....                       | 242 00                           | 1,730 38             |
| Van Brunt St. and Erie Basin.....     | 1,500 00                     | .....                       | 1,060 48                         | 2,560 48             |
| Washington St., Asylum and Park ..... | j 2,508 66                   | .....                       | 899 88                           | 2,908 44             |
| Watertown .....                       | e .....                      | .....                       | .....                            | .....                |
| Watervliet Turnpike and R. R. ....    | 28,391 76                    | .....                       | 2,947 57                         | 31,339 33            |
| West Side (Buffalo) .....             | b 1,327 30                   | .....                       | 1,877 15                         | 2,904 45             |
| Woodlawn and Butternut Street.....    | m 1,566 88                   | .....                       | 251 09                           | 1,817 97             |
| Yonkers .....                         | .....                        | .....                       | 367 17                           | 367 17               |
|                                       |                              |                             | *\$247,967 07                    |                      |
|                                       |                              |                             | 186,317 88                       |                      |
|                                       | \$1,570,750 11               | \$318,069 70                | \$984,274 90                     | \$2,873,114 71       |

\* Taxes.

(For foot notes see Table A, corresponding notes.)

# NET INCOME OF STREET ROADS.

25

(Concluded).

## SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1890 and 1891.

deficiency.

|                              |                           | 1891.                    |                          |                   |                              |
|------------------------------|---------------------------|--------------------------|--------------------------|-------------------|------------------------------|
| Net income from all sources. | Interest due and accrued. | Rentals of leased lines. | Taxes and miscellaneous. | Total deductions. | Net income from all sources. |
| \$7,169 45                   | .....                     | .....                    | \$592 50                 | \$592 50          | \$901 98                     |
| 373,295 93                   | \$188,809 34              | .....                    | 78,144 72                | 266,954 08        | 351,411 99                   |
| 6,740 12                     | .....                     | .....                    | .....                    | .....             | .....                        |
| 3,565 74                     | 2,380 00                  | .....                    | 744 70                   | 3,126 70          | 3,064 88                     |
| 105,143 30                   | 19,668 30                 | \$6,350 00               | 7,737 07                 | 33,755 37         | 143,037 85                   |
| 109,357 05                   | 26,350 00                 | 62,500 00                | 59,490 52                | 148,340 52        | 110,392 96                   |
| d 19,231 95                  | 23,283 61                 | 15,060 00                | 2,246 90                 | 45,485 81         | d 20,760 98                  |
| 1,902 99                     | 3,759 78                  | .....                    | 369 64                   | 4,129 37          | 513 44                       |
| 7,767 02                     | 1,500 00                  | .....                    | 1,111 62                 | 2,611 62          | 10,683 57                    |
| d 2,847 60                   | .....                     | .....                    | .....                    | .....             | .....                        |
| d 1,186 18                   | 36,368 67                 | .....                    | 4,506 82                 | 30,871 49         | d 1,013 27                   |
| 1,149 02                     | .....                     | .....                    | .....                    | .....             | 23,759 52                    |
| 1,261 32                     | .....                     | .....                    | .....                    | .....             | .....                        |
| d 7,406 70                   | .....                     | .....                    | 310 10                   | 310 10            | d 416 65                     |
|                              |                           |                          | *\$938,676 22            |                   |                              |
|                              |                           |                          | 182,903 14               |                   |                              |
| \$2,423,586 13               | \$1,704,391 95            | \$617,901 92             | \$1,071,579 36           | \$3,393,873 23    | \$2,254,866 56               |

\* Taxes.

TABLE

## ROADS IN OPERATION—

*Comparative Statement of Payments from Net Income (Dividends, etc.),*

| NAME OF ROAD.                      | 1890.                    |                |                     |                    |
|------------------------------------|--------------------------|----------------|---------------------|--------------------|
|                                    | DIVIDENDS DE-<br>CLARED. |                | Miscella-<br>neous. | Total<br>payments. |
|                                    | Rate.                    | Amount.        |                     |                    |
| Addison and Pennsylvania.....      |                          |                |                     |                    |
| Adirondack.....                    |                          |                |                     | \$22,795 89        |
| Albany and Susquehanna.....        |                          |                |                     | 543,238 62         |
| Allegheny and Kinzua.....          |                          |                |                     |                    |
| Auburn and Ithaca..... a           |                          |                |                     |                    |
| Bath and Hammondsport.....         |                          |                |                     |                    |
| Boston and Albany.....             | 8                        | \$1,600,000 00 |                     | \$1,600,000 00     |
| Bradford, Eldred and Cuba.....     |                          |                |                     | 533,390 85         |
| Brooklyn, Bath & West End.....     |                          |                |                     |                    |
| Brooklyn and Brighton B'ch.....    |                          |                |                     |                    |
| Brooklyn & Rockaway B'ch.....      | 5                        | 8,850 00       |                     | 8,850 00           |
| Buffalo Creek..... b               | 90                       | 225,000 00     |                     | 225,000 00         |
| Buffalo, Roch. & Pittsburgh.....   |                          |                |                     | 8,578 83           |
| Carthage and Adirondack.....       |                          |                |                     | 225,000 00         |
| Catskill Mountain.....             |                          |                |                     | 30,908 56          |
| Cent. New England & West.....      |                          |                |                     | 6,049 89           |
| Chateaugay.....                    |                          |                |                     |                    |
| Chautauqua Lake..... c             |                          |                |                     | 78,618 71          |
| Clove Branch.....                  |                          |                |                     |                    |
| Connecting Terminal.....           | 6                        | 1,200 00       |                     | 1,200 00           |
| Cooperst'n & Charlotte Val'y.....  |                          |                |                     | 53,375 15          |
| Corn'g. Cowanes'e & Antrim.....    |                          |                |                     | 12,829 66          |
| Delaware, Lack. and West.....      |                          |                |                     |                    |
| Dunkirk, Alleg'y Val. & Pitts..... |                          |                |                     | 1,717,392 38       |
| Elmira, Cortland and North.....    |                          |                |                     | 28,551 27          |
| Elmira and Lake Ontario.....       |                          |                |                     | 67,705 00          |
| Elmira and Williamsport.....       |                          |                |                     |                    |
| Fitchburg.....                     |                          | 261,835 60     | \$96,645 02         | 358,480 62         |
| Fonda, Johnst'wn & Glo'ville.....  | 10                       | 30,000 00      |                     | 30,000 00          |
| Geneva and Sayre..... a            |                          |                |                     | 25,415 08          |
| Grand View Beach..... e            |                          |                |                     |                    |
| Greenwich and Johnsonville.....    | 9                        | 10,620 00      |                     | 10,620 00          |
| Hart. & Connecticut West. b.....   |                          | 22 50          |                     | 22 50              |
| Herk., Newport and Poland.....     |                          |                |                     | 2,544 08           |
| Island.....                        |                          |                |                     | 8,632 40           |
| Kaaterskill.....                   |                          |                |                     |                    |
| Kanona and Prattsburgh.....        |                          |                |                     |                    |
| Keesv., Aus. Ch'm & L. Cham.....   |                          |                |                     | 852 00             |
| Kinderhook and Hudson..... e       |                          |                |                     |                    |
| Lackawanna & S'th West..... f      |                          |                |                     |                    |
| Lackawanna & Pittsb'gh..... g      |                          |                |                     |                    |
| Lake Champlain and Moriah.....     | 10                       | 20,000 00      |                     | 20,000 00          |
| Lake Shore and Mich. South.....    |                          | 2,526,675 00   |                     | 2,526,675 00       |
| Lebanon Springs.....               |                          |                |                     | 1,028 --           |
| Lehigh and Hudson River.....       |                          |                |                     | 847,966            |
| Lehigh Valley..... c               |                          |                |                     | 2,873              |
| Long Island.....                   | 4                        | 480,000 00     |                     | 480,000 00         |
| Marine.....                        |                          |                |                     | 164,426            |
| Middleburgh and Schoharie.....     |                          |                |                     | 90 1               |
| Middlet'n, Un. & Water Gap.....    |                          |                |                     |                    |
| Mount McGregor.....                |                          |                |                     |                    |
| Newburgh, Dutchess & Conn.....     |                          |                |                     | 28,379 6           |

C.

## SURFACE STEAM.

and Surplus or Deficiency for years ending June 30, 1890 and 1891.

| 1891.       |                          |                |                     |                    |              |             |
|-------------|--------------------------|----------------|---------------------|--------------------|--------------|-------------|
| Deficiency. | DIVIDENDS DE-<br>CLARED. |                | Miscella-<br>neous. | Total<br>payments. | Surplus.     | Deficiency. |
|             | Rate.                    | Amount.        |                     |                    |              |             |
| \$52,107 54 |                          |                |                     |                    | \$45,274 24  | \$7,512 11  |
|             |                          |                |                     |                    | 396,805 92   |             |
| 1,605 67    |                          |                |                     |                    | 10,541 81    |             |
| 265 49      |                          |                |                     |                    |              |             |
| 4,865 76    |                          |                |                     |                    | 2,153 70     |             |
|             | 8                        | \$1,600,000 00 |                     | \$1,600,000 00     | 67,571 47    |             |
| 29,918 40   |                          |                |                     |                    |              | 35,697 12   |
| 2,202 25    |                          |                |                     |                    |              | 14,948 86   |
| 44,451 50   |                          |                |                     |                    |              | 28,182 23   |
|             |                          |                |                     |                    | 25,484 59    |             |
| 153,396 87  |                          |                |                     |                    |              |             |
|             |                          |                | \$566 41            | 566 41             | 73,896 88    |             |
| 24,109 93   |                          |                |                     |                    |              | 9,994 26    |
|             |                          |                |                     |                    | 8,833 80     |             |
| 101,929 27  |                          |                |                     |                    |              | 5,189 42    |
|             |                          |                |                     |                    | 66,180 74    |             |
|             |                          |                |                     |                    |              | 6,154 73    |
| 1,480 78    |                          |                |                     |                    | 1,030 93     |             |
|             | 6                        | 1,200 00       |                     | 1,200 00           | 29,711 88    |             |
|             |                          |                |                     |                    | 6,035 11     |             |
| 28,984 40   |                          |                |                     |                    | 33,247 20    |             |
|             |                          |                |                     |                    | 1,832,569 85 |             |
|             |                          |                |                     |                    | 60,662 87    |             |
|             |                          |                |                     |                    | 50,771 29    |             |
| 31,247 67   |                          |                |                     |                    |              | 36,540 42   |
|             | 3%                       | 562,749 70     |                     | 562,749 70         |              | 24,362 30   |
|             | 10                       | 30,000 00      |                     | 30,000 00          | 26,318 03    | 9,475 87    |
| 60,571 56   |                          |                |                     |                    |              |             |
|             |                          |                |                     |                    | 912 25       |             |
| 4,611 01    | 12                       | 14,160 00      |                     | 14,160 00          |              | 2,799 16    |
|             |                          |                |                     |                    | 8,996 23     |             |
| 1,739 45    |                          |                |                     |                    |              | 2,553 18    |
| 9,555 76    |                          |                |                     |                    | 208 92       |             |
|             |                          |                |                     |                    | 4,027 06     |             |
| 2,054 03    |                          |                |                     |                    | 762 12       |             |
|             |                          |                |                     |                    | 13,837 06    |             |
| 6,960 30    |                          |                |                     |                    |              |             |
|             |                          |                |                     |                    | 769 13       |             |
|             | 10                       | 20,000 00      |                     | 20,000 00          | 892 91       |             |
|             |                          | 3,268,672 50   |                     | 3,268,672 50       | 67,894 88    | 3,762 45    |
|             |                          |                |                     |                    | 33,703 18    |             |
|             |                          |                |                     |                    |              | 66,165 20   |
|             | 4                        | 480,000 00     |                     | 480,000 00         | 253,163 62   |             |
| 1,541 96    |                          |                |                     |                    |              | 345 53      |
|             |                          |                |                     |                    |              | 436 79      |
| 2,096 56    |                          |                |                     |                    |              | 8,905 74    |
|             |                          |                |                     |                    |              |             |
| ,048 54     |                          |                |                     |                    |              | 4,233 88    |
|             |                          |                |                     |                    | 8,963 74     |             |

TABLE C—

ROADS IN OPERATION—

*Comparative Statement of Payments from Net Income (Dividends, etc.),*

| NAME OF ROAD.                       | 1890.                    |                 |                     |                    |              |
|-------------------------------------|--------------------------|-----------------|---------------------|--------------------|--------------|
|                                     | DIVIDENDS DE-<br>CLARED. |                 | Miscella-<br>neous. | Total<br>payments. | Surplus.     |
|                                     | Rate.                    | Amount.         |                     |                    |              |
| New Jersey and New York .....       |                          |                 |                     |                    | \$4,374 01   |
| New York and Canada .....           |                          |                 |                     |                    | 156,862 91   |
| New York Cent. and Hud. Riv. 4½     |                          | \$4,024,273 50  |                     | \$4,024,273 50     | 638,188 72   |
| New York Cent., H. R. & Ft. O. .... |                          |                 |                     |                    | 291 00       |
| New York, Chl. and St. Louis .....  |                          |                 |                     |                    | 219,259 01   |
| New York, L. E. and Western .....   |                          |                 |                     |                    | 1,021,906 13 |
| New York & Massachusetts .....      |                          |                 |                     |                    |              |
| New York and New England .....      |                          | 183,369 26      |                     | 183,369 26         | 196,947 04   |
| New York, N. H. and Hartf'd 10      |                          | 1,706,000 00    |                     | 1,706,000 00       | 198,019 72   |
| New York and Northern .....         |                          |                 |                     |                    |              |
| New York, Ont. and Western .....    |                          |                 |                     |                    | 146,441 91   |
| New York and Rock'y Beach .....     |                          |                 |                     |                    | 1,788 14     |
| New York and Sea Beach .....        |                          |                 |                     |                    | 12,363 82    |
| Northern Adirondack .....           |                          |                 |                     |                    | 22,602 73    |
| Ogdensburg and L. Champ'n .....     |                          |                 |                     |                    |              |
| Orange County .....                 |                          |                 |                     |                    | 1,684 59     |
| Owasco River .....                  |                          |                 |                     |                    | 3,667 66     |
| Penn., Poughk. and Boston .....     |                          |                 |                     |                    |              |
| Port Jervis, Mont. and N. Y. ....   |                          |                 |                     |                    |              |
| Prospect Park and Coney Isl. ....   |                          |                 |                     |                    |              |
| Rensselaer and Saratoga .....       |                          |                 |                     |                    | 63,404 89    |
| Rochester and Glen Haven .....      |                          |                 |                     |                    | 70 98        |
| Rochester, Hornells, & Lack. ....   |                          |                 |                     |                    | 2,097 44     |
| Rochester and Lake Ontario 10       |                          | 6,500 00        |                     | 6,500 00           | 4,008 62     |
| Rome, Watertown and Ogd. 10         |                          | 359,502 00      | \$107,500 00        | 467,002 00         | 174,404 46   |
| Schoharie Valley .....              |                          |                 |                     |                    | 108 04       |
| Seneca Electric .....               |                          |                 |                     |                    |              |
| Seneca Falls and Cayuga L. ....     |                          |                 |                     |                    |              |
| Silver Lake .....                   |                          |                 |                     |                    | 24,597 67    |
| Skaneateles .....                   | 4                        | 3,112 00        |                     | 3,112 00           | 6,737 36     |
| Southern Central .....              |                          |                 |                     |                    |              |
| Staten Island Rapid Transit .....   |                          |                 |                     |                    |              |
| Sterling Mountain .....             |                          |                 |                     |                    | 4,108 46     |
| Stony Clove and Catsk. M'tn. 5      |                          | 6,200 00        |                     | 6,200 00           | 213 40       |
| Syracuse and Baldwinsville .....    |                          |                 |                     |                    |              |
| Syracuse, Bingh. and N. Y. .... 8   |                          | 200,000 00      |                     | 200,000 00         | 31,014 88    |
| Syracuse, Geneva and Corn'g .....   |                          |                 |                     |                    |              |
| Syracuse, Ont. and N. Y. .... 10    |                          |                 |                     |                    |              |
| Tioga .....                         |                          |                 |                     |                    |              |
| Tonawanda Valley and Cuba .....     |                          |                 |                     |                    |              |
| Ulster and Delaware .....           |                          |                 |                     |                    | 51,916 47    |
| United States and Canada .....      |                          |                 |                     |                    |              |
| Utica, Clin. & B. & Rome & C. i ..  |                          |                 |                     |                    |              |
| Wallkill Valley .....               |                          |                 |                     |                    | 1 68         |
| Wellsv. Coud'pt & Pine Cr. ....     |                          |                 |                     |                    |              |
| Western New York and Penn. ....     |                          |                 | 2,519,351 32        | 2,519,351 32       |              |
|                                     |                          | \$11,652,159 86 | \$2,723,496 34      | \$14,375,656 20    | \$7,521,8.   |
|                                     |                          |                 |                     |                    | 3,139,14     |
|                                     |                          |                 |                     | Net surplus..      | \$4,382,24.  |



# SURPLUS OR DEFICIENCY OF STEAM ROADS.

29

(Continued).

SURFACE STEAM.

and Surplus or Deficiency for years ending June 30, 1890 and 1891.

| 1891.       |                          |                 |                     |                    |                |                |
|-------------|--------------------------|-----------------|---------------------|--------------------|----------------|----------------|
| Deficiency. | DIVIDENDS DE-<br>CLARED. |                 | Miscella-<br>neous. | Total<br>payments. | Surplus.       | Deficiency.    |
|             | Rate.                    | Amount.         |                     |                    |                |                |
| .....       | .....                    | .....           | .....               | .....              | .....          | \$8,415 64     |
| .....       | 4                        | \$3,577,132 00  | .....               | \$3,577,132 00     | \$72,166 55    | 63,826 99      |
| .....       | 3½                       | 175,000 00      | \$93,748 10         | 263,748 10         | 631 11         | 36,599 90      |
| .....       | .....                    | .....           | .....               | .....              | 709,377 24     | .....          |
| \$12,820 98 | 7                        | 189,000 00      | .....               | 189,000 00         | 33,554 86      | 17,965 43      |
| .....       | 10                       | 1,865,000 00    | .....               | 1,865,000 00       | 37,096 54      | .....          |
| 3,049 15    | .....                    | .....           | .....               | .....              | .....          | 5,333 56       |
| .....       | .....                    | .....           | .....               | .....              | 100,439 32     | .....          |
| .....       | .....                    | .....           | .....               | .....              | 8,462 96       | .....          |
| .....       | .....                    | .....           | .....               | .....              | 26,390 24      | .....          |
| 8,184 08    | .....                    | .....           | .....               | .....              | 47,746 27      | 42,877 41      |
| .....       | .....                    | .....           | .....               | .....              | 3,574 56       | .....          |
| .....       | .....                    | .....           | .....               | .....              | .....          | 875 82         |
| 21,759 93   | .....                    | .....           | .....               | .....              | .....          | 290,923 21     |
| 4,420 66    | .....                    | .....           | .....               | .....              | .....          | 20,154 23      |
| .....       | .....                    | .....           | .....               | .....              | .....          | 13,128 13      |
| .....       | .....                    | .....           | .....               | .....              | .....          | 136,216 54     |
| .....       | .....                    | .....           | .....               | .....              | .....          | 3,158 91       |
| .....       | 10                       | 6,500 00        | .....               | 6,500 00           | 1,027 73       | .....          |
| .....       | 6                        | 359,514 00      | 124 11              | 359,638 11         | 4,252 46       | .....          |
| .....       | .....                    | .....           | .....               | .....              | 113,607 55     | .....          |
| .....       | .....                    | .....           | .....               | .....              | 287 76         | .....          |
| .....       | .....                    | .....           | .....               | .....              | 1,359 09       | .....          |
| 2,460 29    | c.                       | .....           | .....               | .....              | .....          | .....          |
| .....       | 4                        | 3,112 00        | .....               | 3,112 00           | 27,472 91      | .....          |
| .....       | .....                    | .....           | .....               | .....              | 3,308 07       | .....          |
| 145,603 74  | .....                    | .....           | .....               | .....              | .....          | 127,767 59     |
| 2,904 04    | .....                    | .....           | .....               | .....              | 48,476 00      | .....          |
| .....       | .....                    | .....           | .....               | .....              | 9,013 03       | .....          |
| .....       | 5                        | 6,200 00        | .....               | 6,200 00           | 2,691 65       | .....          |
| 9,230 13    | c.                       | .....           | .....               | .....              | .....          | .....          |
| .....       | 8                        | 200,000 00      | .....               | 200,000 00         | 22,464 29      | .....          |
| 117,787 84  | .....                    | .....           | .....               | .....              | .....          | 55,107 56      |
| 44,360 19   | .....                    | .....           | .....               | .....              | .....          | .....          |
| 3,505 03    | .....                    | .....           | .....               | .....              | 41,325 53      | .....          |
| 6,096 50    | .....                    | .....           | .....               | .....              | 140 59         | .....          |
| .....       | .....                    | .....           | .....               | .....              | 46,332 40      | .....          |
| .....       | .....                    | .....           | .....               | .....              | .....          | 21,267 98      |
| .....       | .....                    | .....           | .....               | .....              | 4,934 80       | .....          |
| .....       | .....                    | .....           | .....               | .....              | 3,700 79       | .....          |
| 160,309 52  | .....                    | .....           | .....               | .....              | .....          | 526,393 38     |
| 39,142 45   | .....                    | \$12,358,240 20 | \$94,438 82         | \$12,452,678 82    | \$4,500,454 71 | \$1,637,271 03 |
| .....       | .....                    | .....           | .....               | .....              | 1,637,271 03   | .....          |
| .....       | .....                    | .....           | .....               | Net surplus..      | \$2,863,183 68 | .....          |

TABLE C—

ROADS IN OPERATION—

*Comparative Statement of Payments from Net Income (Dividends, etc.),*

| NAME OF ROAD.               | 1890.                    |                |                     |                    |
|-----------------------------|--------------------------|----------------|---------------------|--------------------|
|                             | DIVIDENDS DE-<br>CLARED. |                | Miscel-<br>laneous. | Total<br>payments. |
|                             | Rate.                    | Amount.        |                     |                    |
| Brooklyn.....               |                          |                |                     | \$95,940 48        |
| Kings County.....           |                          |                |                     | 923,672 07         |
| Manhattan.....              |                          | \$1,560,000 00 |                     | 271 70             |
| Sea View.....               |                          |                |                     | 31,363 47          |
| Suburban Rapid Transit..... |                          |                |                     |                    |
|                             |                          | \$1,560,000 00 |                     | \$1,051,247 72     |
|                             |                          |                |                     | 16,886 86          |
|                             |                          |                | Net surplus..       | \$1,034,360 86     |

## SURFACE

|                                 |    |             |             |           |
|---------------------------------|----|-------------|-------------|-----------|
| Albany.....                     |    |             |             | \$584 86  |
| Amsterdam.....                  |    |             |             |           |
| Atlantic Avenue.....            | 6  | \$60,000 00 | \$60,000 00 |           |
| Auburn City.....                |    |             |             |           |
| Babylon.....                    |    |             |             |           |
| Binghamton.....                 |    |             |             | 2,981 72  |
| Binghamton Central.....         |    |             |             |           |
| Bingham. and P't Dickinson..... |    |             |             | 726 00    |
| Broadway (Brooklyn).....        | 5  | 26,250 00   | 26,250 00   | 10,463 81 |
| Broadway and Seventh Av..       | 8  | 168,000 00  | 168,000 00  | 34,881 87 |
| Brook., Bush. & Queens Co..     |    |             |             |           |
| Brooklyn City.....              |    | 368,000 00  | 368,000 00  | 36,595 79 |
| Brooklyn City and Newtown.      |    |             |             | 13,455 56 |
| Buffalo.....                    |    |             |             | 28,972 69 |
| Buffalo East Side.....          |    |             |             |           |
| Canandaigua.....                |    |             |             |           |
| Central City.....               |    |             |             | 6,469 99  |
| Central Crostown.....           | 7½ | 43,500 00   | 43,500 00   | 3,339 24  |
| Central Park, N. and E. River   | 3  | 54,000 00   | 54,000 00   | 40,192 65 |
| Chambers St. & Gr'd St. Fy..    |    |             |             | 5,594 96  |
| Christopher and Tenth St..      | 7  | 45,500 00   | 45,500 00   |           |
| City (Binghamton).....          | 13 | 780 00      | 780 00      | 544 77    |
| City of Poughkeepsie.....       |    |             |             | 827 36    |
| Coney Island and Brooklyn.      |    |             | \$17,619 43 | 17,619 43 |
| Cortland and Homer.....         | 3  | 1,200 00    | 1,200 00    | 1,211 14  |
| Court Street and East End..     |    |             |             | 1,628 91  |
| Crostown (Buffalo).....         |    |             |             |           |
| Deerfield and Utica.....        |    |             |             | 1,100 51  |
| Dry Dock, E. B'way and Bat.     | 6  | 72,000 00   | 72,000 00   | 37,363    |
| Dunkirk and Fredonia.....       | 8  | 4,560 00    | 4,560 00    | 624       |
| Eighth Avenue.....              | 8½ | 82,500 00   | 82,500 00   | 52,648    |
| Elmira and Horseheads.....      |    |             |             | 963       |
| Fifth Ward (Syracuse).....      | 8  | 3,936 00    | 3,936 00    | 5,232     |
| Forty-s'd St. and Gr'd St. Fy.  | 13 | 97,240 00   | 97,240 00   | 43,074    |
| Forty-s'd St., Man. & St. N. Av |    |             |             | 15,728 9  |
| Flushing and College Point..    |    |             |             |           |
| Fourth Ward (Syracuse).....     |    |             |             | 303       |
| Frankfort and Ilion.....        | 10 | 1,427 50    | 1,427 50    | 50 00     |
| Fulton and Oswego Falls....     |    |             | 306 85      | 306 85    |
| Gen. and W. St. (Syracuse)..... |    |             |             | 6,453 9   |

# SURPLUS OR DEFICIENCY OF ELEVATED AND STREET ROADS. 31

(Continued).

## ELEVATED STEAM.

and Surplus or Deficiency for years ending June 30, 1890 and 1891.

| 1891.       |                      |                |                 |                 |                |             |
|-------------|----------------------|----------------|-----------------|-----------------|----------------|-------------|
| Deficiency. | DIVIDENDS DE-CLARED. |                | Miscel-laneous. | Total payments. | Surplus.       | Deficiency. |
|             | Rate.                | Amount.        |                 |                 |                |             |
| .....       | .....                | .....          | .....           | .....           | \$143,757 07   | .....       |
| \$16,886 86 | .....                | .....          | .....           | .....           | 51,298 58      | .....       |
| .....       | .....                | \$1,620,000 00 | .....           | \$1,620,000 00  | 976,586 36     | .....       |
| .....       | .....                | .....          | .....           | .....           | 672 10         | .....       |
| .....       | .....                | .....          | .....           | .....           | 42,733 38      | .....       |
| \$16,886 86 | .....                | \$1,620,000 00 | .....           | \$1,620,000 00  | \$1,215,047 49 | .....       |

## STREET.

|             |    |             |  |             |             |             |
|-------------|----|-------------|--|-------------|-------------|-------------|
| \$11,461 11 |    |             |  |             | \$10,072 75 |             |
| 62,751 24   | 6  | \$60,000 00 |  | \$60,000 00 | 429 12      | \$53,617 87 |
| 355 09      |    |             |  |             | 1,655 75    |             |
| 668 38      |    |             |  |             |             | 872 76      |
|             |    |             |  |             | 171 36      |             |
| 118 75      |    |             |  |             |             | 1,264 53    |
|             |    | 39,375 00   |  | 39,375 00   | 11,378 54   |             |
| 23,154 65   |    |             |  |             |             | 35,006 84   |
|             | 8  | 480,000 00  |  | 480,000 00  | 10,501 53   |             |
|             | 2  | 30,000 00   |  | 30,000 00   | 1,185 40    |             |
|             | 6  | 12,000 00   |  | 12,000 00   | 88,289 83   |             |
| 795 22      |    |             |  |             |             |             |
| 1,033 90    |    |             |  |             |             | 1,549 73    |
|             |    |             |  |             | 3,271 39    |             |
|             | 7  | 42,000 00   |  | 42,000 00   | 379 76      |             |
|             | 4  | 72,000 00   |  | 72,000 00   | 15,789 66   |             |
| 21,926 70   |    |             |  |             |             |             |
|             | 1½ | 1,194 76    |  | 1,194 76    | 1,013 02    |             |
|             | 5  | 2,000 00    |  | 2,000 00    | 3,069 95    | 1,007 00    |
|             |    |             |  |             |             | 1,273 00    |
|             | 6  | 720 00      |  | 720 00      | 824 90      |             |
|             | 8  | 96,000 00   |  | 96,000 00   |             | 738 77      |
|             | 8  | 4,560 00    |  | 4,560 00    | 9,255 09    |             |
|             |    |             |  |             | 316 81      |             |
|             | 9  | 90,000 00   |  | 90,000 00   | 37,431 57   |             |
|             |    |             |  |             |             | 4,746 44    |
|             | 16 | 119,680 00  |  | 119,680 00  | 23,705 05   |             |
|             |    |             |  |             | 24,649 51   |             |
|             |    |             |  |             | 667 88      |             |
|             | 10 | 1,427 50    |  | 1,427 50    |             | 290 84      |
| 1,433 22    |    |             |  |             |             | 1,867 47    |

TABLE C—

ROADS IN OPERATION—

*Comparative Statement of Payments from Net Income (Dividends, etc.),*

| NAME OF ROAD.                    | 1890.                    |            |                     |                    |
|----------------------------------|--------------------------|------------|---------------------|--------------------|
|                                  | DIVIDENDS DE-<br>CLARED. |            | Miscella-<br>neous. | Total<br>payments. |
|                                  | Rate.                    | Amount.    |                     |                    |
| Glens Falls, S'dy Hill & Ft. Ed. |                          |            |                     | \$1,990 66         |
| Grand Street & Newtown.. n       | 5                        | \$8,500 00 |                     | \$8,500 00         |
| Har. B'ge. Morrisania & F'd'm    |                          |            |                     | 1,182 96           |
| Herkimer and Mohawk .....        | 12                       | 2,040 00   |                     | 2,040 00           |
| H't'n. West St. & Pavonia F'y    |                          |            |                     | 2,806 39           |
| Hudson Electric..... e           |                          |            |                     |                    |
| Huntington..... e                |                          |            |                     |                    |
| Ithaca..... e                    |                          |            |                     |                    |
| Jamaica and Brooklyn.....        |                          |            |                     | 1,540 64           |
| Jamestown .....                  |                          |            |                     |                    |
| Jerome Park.....                 |                          |            |                     | 171 44             |
| J'h's't'n. Gl'v'le & Kingsboro.  |                          |            |                     | 3,114 80           |
| Kingston City .....              | 10                       | 5,000 00   |                     | 5,000 00           |
| Larchmont.....                   |                          |            |                     | 1,470 65           |
| Lockport.....                    |                          |            |                     |                    |
| Long Island City & Newtown       |                          |            |                     |                    |
| Mohawk and Ilion .....           | 22                       | 3,300 00   |                     | 3,300 00           |
| New Br'ght'n & Onond'a V'y m     |                          |            |                     |                    |
| Newburgh .....                   |                          |            |                     |                    |
| New Rochelle R'y & Transi. e     |                          |            |                     |                    |
| New York and Harlem.....         | 2½                       | 250,000 00 |                     | 250,000 00         |
| Niagara Falls & Susp. B'dge.     | 10                       | 4,400 00   |                     | 4,400 00           |
| Ninth Avenue.....                |                          |            |                     | 17,637 57          |
| North and East Greenbush..       |                          |            |                     | 178 63             |
| Ogdensburg .....                 |                          |            |                     |                    |
| Olean .....                      |                          |            |                     | 1,881 34           |
| Oneida .....                     |                          |            |                     |                    |
| Oneida Street (Utica)..... c     |                          |            |                     |                    |
| Oneonta.....                     |                          |            | \$350 00            | 350 00             |
| Oswego .....                     |                          |            |                     |                    |
| Pelham Park .....                | 4                        | 2,000 00   |                     | 2,000 00           |
| Peopl's (Syracuse).....          |                          |            |                     | 14,854 16          |
| Pros. P'k & Con'y Is., City Div. |                          |            |                     |                    |
| Prospect Park and Flatbush.      |                          |            |                     |                    |
| Rochester .....                  |                          | 10,000 00  |                     | 10,000 00          |
| Rochester Electric.....          |                          |            |                     | 8,944 36           |
| Rockaway Village.....            |                          |            |                     |                    |
| Rome.....                        |                          |            |                     |                    |
| Saratoga Electric..... e         |                          |            |                     |                    |
| Schenectady.....                 |                          |            |                     |                    |
| Sea Cliff Inclined Cable .....   |                          |            |                     |                    |
| Second Avenue.....               | 2                        | 37,240 00  |                     | 37,240 00          |
| Seventh Ward (Syracuse)..... m   |                          |            |                     | 20,855             |
| Sixth Avenue .....               | 8                        | 120,000 00 |                     | 120,000 00         |
| South Brooklyn Central .....     |                          |            |                     | 55,215             |
| Steinway and Hunter's Point      |                          |            |                     | 610                |
| Stillwater and Mechanicville     |                          |            |                     |                    |
| Syracuse Consolidated..... e     | 5                        | 535 00     |                     | 535 00             |
| Syracuse, East'd & DeWitt..... e |                          |            |                     |                    |
| Syracuse and Geddes..... m       |                          |            |                     |                    |
| Syracuse and Onondaga..... l     | 7                        | 4,900 00   |                     | 4,900 00           |
| Third Avenue .....               | 12                       | 240,000 00 |                     | 240,000 00         |
| Third Ward (Syracuse)..... m     |                          |            |                     | 2,269              |
|                                  |                          |            |                     | 133,295            |
|                                  |                          |            |                     | 6,740              |

(Continued).

## SURFACE STREET.

and Surplus or Deficiency, for years ending June 30, 1890 and 1891.

| 1891.       |                          |            |                     |                    |            |             |
|-------------|--------------------------|------------|---------------------|--------------------|------------|-------------|
| Deficiency. | DIVIDENDS DE-<br>CLARED. |            | Miscella-<br>neous. | Total<br>payments. | Surplus.   | Deficiency. |
|             | Rate.                    | Amount.    |                     |                    |            |             |
|             |                          |            |                     |                    | \$449 19   |             |
| \$12,048 67 |                          |            |                     |                    |            |             |
|             | 16                       | \$2,720 00 |                     | \$2,720 00         |            | \$9,232 35  |
|             |                          |            |                     |                    |            | 1,217 66    |
|             |                          |            |                     |                    |            | 9,475 52    |
|             |                          |            |                     |                    | 3,756 74   |             |
|             |                          |            |                     |                    | 313 57     | 246 04      |
| 45          |                          |            |                     |                    |            | 5,847 57    |
| 3,469 77    |                          |            |                     |                    | 1,256 84   |             |
|             |                          |            |                     |                    |            |             |
|             | 2½                       | 1,250 00   |                     | 1,250 00           | 594 83     | 539 54      |
|             | 10                       | 5,000 00   |                     | 5,000 00           |            |             |
| 46 05       |                          |            |                     |                    | 159 68     | 4,443 12    |
| 6,955 12    |                          |            |                     |                    |            | 4,765 89    |
|             |                          |            |                     |                    |            |             |
| 4,502 10    |                          |            |                     |                    |            |             |
| 244 74      | 16                       | 2,400 00   |                     | 2,400 00           | 500 11     |             |
| 556 52      |                          |            |                     |                    |            |             |
| 5,766 77    |                          |            |                     |                    |            | 8,331 20    |
|             |                          |            |                     |                    |            | 2,414 99    |
|             |                          |            |                     |                    |            |             |
|             | 2½                       | 250,000 00 |                     | 250,000 00         | 29,369 62  |             |
| 984 48      | 10                       | 4,400 00   |                     | 4,400 00           |            | 550 32      |
|             |                          |            |                     |                    | 24,497 72  |             |
| 1,122 71    |                          |            |                     |                    |            | 4,905 57    |
|             |                          |            |                     |                    |            | 550 64      |
|             |                          |            |                     |                    |            |             |
|             |                          |            |                     |                    | 1,716 75   |             |
| 28 41       |                          |            |                     |                    | 355 74     |             |
|             |                          |            |                     |                    | 653 85     |             |
| 275 41      |                          |            |                     |                    |            | 9,431 24    |
| 357 51      |                          |            |                     |                    |            | 1,758 21    |
|             |                          |            |                     |                    |            |             |
| 50 60       |                          | 1,538 96   |                     | 1,538 96           |            | 136 57      |
|             |                          |            |                     |                    | 2,683 96   |             |
| 14,955 86   |                          |            |                     |                    |            | 7,328 99    |
| 1,221 03    |                          |            | \$45 00             | 45 00              |            | 493 92      |
|             |                          |            |                     |                    | 38,211 82  |             |
|             |                          |            |                     |                    |            |             |
|             |                          |            |                     |                    | 5,265 14   |             |
| 1,376 49    |                          |            |                     |                    | 24 98      |             |
| 6,586 92    |                          |            |                     |                    |            | 9,278 60    |
|             |                          |            |                     |                    |            | 4,612 86    |
| 3,410 08    |                          |            |                     |                    |            | 1,195 65    |
|             |                          |            |                     |                    |            |             |
| 97 19       |                          |            |                     |                    |            | 294 91      |
|             | 4                        | 74,480 00  |                     | 74,480 00          | 129 87     |             |
|             |                          |            |                     |                    |            |             |
|             | 9½                       | 142,500 00 |                     | 142,500 00         | 22,163 71  |             |
|             |                          |            |                     |                    |            | 1,245 60    |
|             |                          |            |                     |                    |            |             |
| 3,152 27    |                          |            |                     |                    |            | 44,011 25   |
| 345 81      |                          |            |                     |                    | 120 22     |             |
|             |                          |            |                     |                    | 896 76     |             |
|             |                          |            |                     |                    | 307 09     |             |
| 1,557 96    |                          |            |                     |                    |            |             |
|             |                          |            |                     |                    | 901 93     |             |
|             | 12                       | 240,000 00 |                     | 240,000 00         | 111,411 99 |             |

TABLE C —

ROADS IN OPERATION —

*Comparative Statement of Payments from Net Income (Dividends, etc.),*

| NAME OF ROAD.                  | 1890.                    |                |                     |                    |              |
|--------------------------------|--------------------------|----------------|---------------------|--------------------|--------------|
|                                | DIVIDENDS DE-<br>CLARED. |                | Miscella-<br>neous. | Total<br>payments. | Surplus.     |
|                                | Rate.                    | Amount.        |                     |                    |              |
| Troy and Albia.....            |                          |                |                     |                    | \$2,565 74   |
| Troy and Lansingburgh ....     | 10                       | \$30,000 00    |                     | \$30,000 00        | 75,143 30    |
| Twenty-third Street .....      | 10                       | 60,000 00      |                     | 60,000 00          | 49,387 06    |
| Utica Belt Line.....           |                          |                |                     |                    |              |
| Utica and Mohawk.....          | 6                        | 1,920 00       |                     | 1,920 00           |              |
| Van Brunt St. & Erie Basin..   |                          |                |                     |                    | 7,767 02     |
| Washington St., Asyl. & Park   | 7                        |                |                     |                    |              |
| Watertown.....                 |                          |                |                     |                    |              |
| Watervliet Turnpike & R. R. .. |                          |                |                     |                    |              |
| West Side (Buffalo) .....      | 6                        |                |                     |                    | 1,149 02     |
| Woodlawn and Butter't St. m    |                          |                |                     |                    | 1,251 32     |
| Yonkers .....                  |                          |                |                     |                    |              |
|                                |                          | \$1,806,728 50 | \$18,276 28         | \$1,827,004 78     | \$880,157 90 |
|                                |                          |                |                     |                    | 253,577 56   |
|                                |                          |                |                     | Netsurplus         | \$596,580 34 |

[For foot notes, see Table A, corresponding notes.]

*(Concluded).*

## SURFACE STREET.

*and Surplus or Deficiency, for years ending June 30, 1890 and 1891.*

| Deficiency.  | 1891.                    |                |                     |                    |              | Deficiency.  |
|--------------|--------------------------|----------------|---------------------|--------------------|--------------|--------------|
|              | DIVIDENDS DE-<br>CLARED. |                | Miscella-<br>neous. | Total<br>payments. | Surplus.     |              |
|              | Rate.                    | Amount.        |                     |                    |              |              |
| .....        | 10                       | \$40,000 00    | .....               | \$40,000 00        | \$3,064 83   | .....        |
| .....        | 10                       | 60,000 00      | .....               | 60,000 00          | 103,037 85   | .....        |
| \$19,231 95  | .....                    | .....          | .....               | .....              | 50,392 96    | .....        |
| 17 01        | .....                    | .....          | .....               | .....              | 513 44       | \$20,760 98  |
| .....        | .....                    | .....          | .....               | .....              | 10,683 57    | .....        |
| 2,847 60     | .....                    | .....          | .....               | .....              | .....        | .....        |
| 1,193 18     | .....                    | .....          | \$682 10            | 682 10             | 331 27       | 23,759 52    |
| .....        | .....                    | .....          | .....               | .....              | .....        | .....        |
| 7,406 70     | .....                    | .....          | .....               | .....              | .....        | 416 65       |
| \$253,577 56 | ....                     | \$1,875,246 22 | \$727 10            | \$1,875,973 32     | \$657,974 85 | \$279,061 61 |
|              |                          |                |                     | Net surplus..      | 279,061 61   |              |
|              |                          |                |                     |                    | \$378,898 24 |              |

TABLE

ROADS IN OPERATION—

*Statement of Payments made by Lessee Companies for Rentals of  
June 30,*

| LESSEE AND LESSOR.                             | Total amount of rentals<br>paid by lessee. |                               |
|--|--|-------------------------------|
|  | Year ending<br>June 30, 1890.              | Year ending<br>June 30, 1891. |
| Boston and Albany:                             |  |                               |
| Foreign roads .....                            | \$78,000 00                                | \$78,000 00                   |
| Catskill Mountain:                             |  |                               |
| Cairo .....                                    | 2,700 00                                   | 2,700 00                      |
| Central New England and Western:               |  |                               |
| Hartford and Connecticut Western .....         | 69,471 66                                  | 73,862 57                     |
| Chateaugay (Railroad):                         |  |                               |
| Chateaugay railway .....                       | 12,000 00                                  | 12,000 00                     |
| Delaware and Hudson Canal Company:             |  |                               |
| Albany and Susquehanna .....                   | 986,422 47                                 | 987,250 64                    |
| New York and Canada .....                      | 265,775 87                                 | 236,521 80                    |
| Rensselaer and Saratoga .....                  | 911,969 00                                 | 940,718 00                    |
| Delaware, Lackawanna and Western:              |  |                               |
| Cayuga and Susquehanna .....                   | 54,600 00                                  | 54,600 00                     |
| Greene .....                                   | 26,000 00                                  | 26,000 00                     |
| New York, Lackawanna and Western .....         | 1,487,333 33                               | 1,580,666 67                  |
| Oswego and Syracuse .....                      | 182,896 00                                 | 182,896 00                    |
| Utica, Chenango and Susquehanna Valley .....   | 240,000 00                                 | 240,000 00                    |
| Valley .....                                   | 57,500 00                                  | 57,500 00                     |
| Elmira, Cortland and Northern:                 |  |                               |
| Canastota Northern .....                       | 18,000 00                                  | 18,000 00                     |
| Fall Brook Coal Company:                       |  |                               |
| Corning, Cowanesque and Antrim .....           | 150,000 00                                 | 150,000 00                    |
| Syracuse, Geneva and Corning .....             | 212,302 15                                 | 223,024 30                    |
| Fitchburg:                                     |  |                               |
| Troy and Bennington .....                      | 15,400 00                                  | 15,400 00                     |
| Foreign roads .....                            | 256,580 00                                 | 259,580 00                    |
| Lake Shore and Michigan Southern:              |  |                               |
| Foreign roads .....                            | 541,009 22                                 | 537,362 40                    |
| Long Island:                                   |  |                               |
| New York, Brooklyn and Manhattan Beach .....   | 95,980 00                                  | 95,980 00                     |
| Other roads .....                              | 76,664 99                                  | 79,602 38                     |
| New Jersey and New York:                       |  |                               |
| New Jersey and New York Extension .....        | 11,400 00                                  | 11,400 00                     |
| New York Central and Hudson River:             |  |                               |
| Carthage, Watertown and Sackett's Harbor ..... |  | 11,055 28                     |
| Dunkirk, Allegheny Valley and Pittsburgh ..... | 223,000 00                                 | 223,000 00                    |
| New York and Harlem .....                      | 1,660,050 00                               | 1,660,300 00                  |
| Niagara Bridge and Canandaigua .....           | 1,500 00                                   | 5,174 73                      |
| Niagara Falls Branch .....                     |  | 13,158 61                     |
| Oswego and Rome .....                          |  | 238,950 54                    |
| Rome, Watertown and Ogdensburg .....           |  | 81,098 00                     |
| Spartan Duvill and Port Morris .....           | 81,098 00                                  | 19,730 20                     |
| Troy and Greenbush .....                       | 19,730 20                                  | 76,618 53                     |
| Utica and Black River .....                    |  | 2,000 01                      |
| West Shore .....                               | 2,000,014 35                               | 68,00                         |
| Foreign road .....                             | 68,000 00                                  |                               |
| New York, Lake Erie and Western:               |  |                               |
| Avon, Genesee and Mt. Morris .....             | 13,600 00                                  | 13,60                         |
| Buffalo, Bradford and Pittsburgh .....         | 40,600 00                                  | 40,60                         |
| Buffalo, New York and Erie .....               | 238,100 00                                 | 238,10                        |
| Buffalo and South Western .....                | 188,159 21                                 | 149,40                        |
| Goshen and Deckertown .....                    | 19,238 00                                  | 19,038                        |
| Lockport and Buffalo .....                     | 21,000 00                                  | 21,00                         |
| Middletown and Crawford .....                  | 10,500 00                                  | 10,50                         |
| Montgomery and Erie .....                      | 16,000 00                                  | 16,00                         |
| Newburgh and New York .....                    | 12,500 00                                  | 12,50                         |
| New York, Pennsylvania and Ohio .....          | 2,210,165 61                               | 2,196,80                      |



# RENTALS PAID FOR LEASED LINES.

37

D.

## SURFACE STREAM.

*Leased Lines and disposition of same by Lessors, for years ending 1890 and 1891.*

| Portion used for payment of interest on debt of lessor. |                            | Portion used for payment of dividends on capital stock of lessor. |                            | Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State. |                            |
|---|----------------------------|---|----------------------------|---|----------------------------|
| Year ending June 30, 1890.                              | Year ending June 30, 1891. | Year ending June 30, 1890.  | Year ending June 30, 1891. | Year ending June 30, 1890.  | Year ending June 30, 1891. |
| .....   | .....                      | .....   | .....                      | \$78,000 00   | \$78,000 00                |
| \$1,500 00  | \$1,500 00                 | \$1,194 00  | \$1,194 00                 | 6 00  | 6 00                       |
| .....   | 35,000 00                  | .....   | 38,862 57                  | 69,471 64   | .....                      |
| 12,000 00   | 12,000 00                  | .....   | .....                      | .....   | .....                      |
| 740,422 47  | 741,250 64                 | 245,000 00  | 245,000 00                 | 1,000 00  | 1,000 00                   |
| 265,775 87  | 238,521 80                 | .....   | .....                      | .....   | .....                      |
| 140,000 00  | 140,000 00                 | 755,458 00  | 781,976 00                 | 16,492 00   | 18,742 00                  |
| .....   | .....                      | 53,019 90   | 53,019 90                  | 1,580 10  | 1,580 10                   |
| 14,000 00   | 14,000 00                  | 12,000 00   | 12,000 00                  | .....   | .....                      |
| 987,333 33  | 1,080,666 67               | 500,000 00  | 500,000 00                 | .....   | .....                      |
| 64,060 00   | 64,060 00                  | 118,836 00  | 118,836 00                 | .....   | .....                      |
| .....   | .....                      | 240,000 00  | 240,000 00                 | .....   | .....                      |
| 20,000 00   | 20,000 00                  | 37,500 00   | 37,500 00                  | .....   | .....                      |
| 18,000 00   | 18,000 00                  | .....   | .....                      | .....   | .....                      |
| .....   | .....                      | 150,000 00  | 150,000 00                 | .....   | .....                      |
| 88,009 88   | 86,487 25                  | 92,760 00   | 106,000 00                 | 31,542 27   | 30,557 05                  |
| 2,970 00  | 2,790 00                   | 9,048 00  | 9,048 00                   | 3,382 00  | 3,562 00                   |
| .....   | .....                      | .....   | .....                      | 256,580 00  | 259,580 00                 |
| .....   | .....                      | .....   | .....                      | 541,009 22  | 537,382 40                 |
| 77,250 00   | 77,800 00                  | 18,780 00   | 18,180 00                  | .....   | .....                      |
| .....   | .....                      | .....   | .....                      | 76,664 99   | 79,602 38                  |
| .....   | 4,200 00                   | .....   | 7,200 00                   | 11,400 00   | .....                      |
| .....   | .....                      | .....   | .....                      | .....   | 11,055 28                  |
| 203,000 00  | 203,000 00                 | 19,500 00   | 19,500 00                  | 500 00  | 500 00                     |
| 840,300 00  | 840,300 00                 | 800,000 00  | 800,000 00                 | 19,750 00   | 20,000 00                  |
| .....   | .....                      | .....   | .....                      | 1,500 00  | .....                      |
| .....   | 18,158 61                  | .....   | 5,174 73                   | .....   | .....                      |
| .....   | 176,828 10                 | .....   | 118,372 44                 | .....   | 3,750 00                   |
| .....   | .....                      | 79,120 00   | 79,120 00                  | 1,978 00  | 1,978 00                   |
| .....   | .....                      | 19,250 00   | 19,250 00                  | 480 20  | 480 20                     |
| .....   | 28,274 18                  | .....   | 46,019 70                  | .....   | 1,390 65                   |
| 2,000,000 00  | 2,000,000 00               | .....   | .....                      | 14 35   | 14 35                      |
| .....   | .....                      | .....   | .....                      | 68,000 00   | 68,000 00                  |
| .....   | .....                      | 18,500 00   | 13,500 00                  | 100 00  | 100 00                     |
| 40,000 00   | 40,000 00                  | .....   | .....                      | .....   | .....                      |
| 166,800 00  | 166,800 00                 | 66,500 00   | 66,500 00                  | 5,000 00  | 5,000 00                   |
| 90,000 00   | 90,000 00                  | 42,465 00   | 42,465 00                  | 5,694 21  | 16,939 80                  |
| 15,080 00   | 14,790 00                  | 4,145 00  | 4,245 00                   | .....   | .....                      |
| 11,900 00   | 11,800 00                  | .....   | .....                      | 9,100 00  | 9,100 00                   |
| 4,620 00  | 4,620 00                   | 5,880 00  | 5,498 00                   | .....   | 881 00                     |
| 8,525 00  | 8,525 00                   | 6,790 00  | 6,750 00                   | 725 00  | 725 00                     |
| 12,500 00   | 12,500 00                  | .....   | .....                      | .....   | .....                      |
| 1,450,187 82  | 1,128,177 63               | .....   | .....                      | 760,008 29  | 1,067,873 64               |

TABLE D —

ROADS IN OPERATION —

*Statement of Payments made by Lessee Companies for Rentals of  
June 30,*

| LESSEE AND LESSOR.  | Total amount of rentals<br>paid by lessee. |                               |
|---|--|-------------------------------|
|   | Year ending<br>June 30, 1890.              | Year ending<br>June 30, 1891. |
| New York, Lake Erie and Western — (Continued):            |  |                               |
| Northern of New Jersey .....                              | \$107,048 72                               | \$117,231 60                  |
| Rochester and Genesee Valley .....                        | 34,012 00                                  | 34,012 00                     |
| Suspension Bridge and Erie Junction .....                 | 74,870 02                                  | 81,457 94                     |
| Foreign roads .....                                       | 848,606 76                                 | 1,089,996 81                  |
| New York and New England:                                 |  |                               |
| Foreign roads .....                                       | 330,466 34                                 | 356,923 51                    |
| New York, New Haven and Hartford .....                    |  |                               |
| Harlem River and Portchester .....                        | 170,000 00                                 | 170,000 00                    |
| Foreign roads .....                                       | 812,888 37                                 | 814,060 50                    |
| New York, Ontario and Western:                            |  |                               |
| Ontario, Carbondale and Scranton .....                    | .....                                      | 91,186 71                     |
| Utica, Clinton and Binghamton, and Rome and Clinton ..... | 75,000 00                                  | 75,000 00                     |
| Wharton Valley .....                                      | 3,750 00                                   | 3,770 00                      |
| Northern Adirondack:                                      |  |                               |
| Northern Adirondack Extension .....                       | 32,088 35                                  | .....                         |
| Northern Central:   |  |                               |
| Elmira and Williamsport .....                             | 151,500 00                                 | 151,500 00                    |
| Ogdensburg and Lake Champlain:                            |  |                               |
| Saratoga and St. Lawrence .....                           | .....                                      | 4,063 32                      |
| Prospect Park and Coney Island:                           |  |                               |
| New York and Coney Island .....                           | 10,000 00                                  | 10,000 00                     |
| Prospect Park and South Brooklyn .....                    | .....                                      | 3,000 00                      |
| Rome, Watertown and Ogdensburg:                           |  |                               |
| Carthage, Watertown and Sackett's Harbor .....            | 33,931 89                                  | 28,911 09                     |
| Niagara Falls Branch .....                                | 17,010 00                                  | 12,080 26                     |
| Oswego and Rome .....                                     | 24,000 00                                  | 16,419 34                     |
| Rome, Watertown and Ogdensburg Terminal .....             | d 5,004 00                                 | .....                         |
| Utica and Black River .....                               | 215,350 00                                 | 167,359 30                    |
| Staten Island Rapid Transit:                              |  |                               |
| Staten Island .....                                       | 80,600 00                                  | 80,600 00                     |
| Tioga:  |  |                               |
| Elmira State Line .....                                   | 2,044 00                                   | 2,044 00                      |
| Foreign roads .....                                       | 12,750 00                                  | 12,750 00                     |
| Ulster and Delaware:                                      |  |                               |
| Hobart Branch .....                                       | 500 00                                     | .....                         |
|   | \$15,556,680 51                            | \$16,354,120 41               |

d Deduction.

(Continued).

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1890 and 1891.

| Portion used for payment of interest on debt of lessor. |                            | Portion used for payment of dividends on capital stock of lessor. |                            | Portion not included in foregoing payments of interest or dividends; also portion paid for lines outside the State. |                            |
|---|----------------------------|---|----------------------------|---|----------------------------|
| Year ending June 30, 1890.                              | Year ending June 30, 1891. | Year ending June 30, 1890.  | Year ending June 30, 1891. | Year ending June 30, 1890.  | Year ending June 30, 1891. |
| \$43,965 00   | \$45,165 00                | \$30,000 00   | \$40,000 00                | \$33,083 72   | \$32,056 66                |
| .....   | .....                      | 33,312 00   | 33,312 00                  | 700 00  | 700 00                     |
| 70,000 00   | 70,000 00                  | .....   | .....                      | 4,870 02  | 11,457 94                  |
| .....   | .....                      | .....   | .....                      | 848,806 76  | 1,089,995 81               |
| .....   | .....                      | .....   | .....                      | 380,466 34  | 356,923 51                 |
| 170,000 00  | 170,000 00                 | .....   | .....                      | 812,888 37  | 814,060 50                 |
| .....   | .....                      | .....   | .....                      | .....   | 16,185 71                  |
| 50,329 00   | 75,000 00                  | .....   | .....                      | .....   | 1,404 91                   |
| 3,750 00  | 50,000 00                  | 24,171 00   | 23,595 09                  | .....   | 3,770 00                   |
| .....   | .....                      | .....   | .....                      | 32,088 35   | .....                      |
| 38,500 00   | 38,500 00                  | 57,000 00   | 57,000 00                  | 6,000 00  | 6,000 00                   |
| .....   | .....                      | .....   | .....                      | .....   | 4,083 32                   |
| .....   | .....                      | 10,000 00   | 10,000 00                  | .....   | .....                      |
| .....   | .....                      | .....   | 3,000 00                   | .....   | .....                      |
| .....   | .....                      | .....   | .....                      | 33,961 89   | 28,911 09                  |
| .....   | .....                      | 17,010 00   | 12,080 26                  | .....   | .....                      |
| 24,000 00   | .....                      | .....   | .....                      | d 5,004 00  | 16,419 34                  |
| 133,640 00  | 109,810 85                 | 77,210 00   | 54,379 09                  | 4,500 00  | 3,169 36                   |
| 21,000 00   | 21,000 00                  | 56,000 00   | 56,000 00                  | 3,600 00  | 3,600 00                   |
| .....   | .....                      | 2,044 00  | 2,044 00                   | .....   | .....                      |
| .....   | .....                      | .....   | .....                      | 12,750 00   | 12,750 00                  |
| .....   | .....                      | 500 00  | .....                      | .....   | .....                      |
| \$7,880,297 87  | \$7,904,005 73             | \$3,597,892 90  | \$3,831,616 78             | \$4,078,489 74  | \$4,618,497 90             |

## TABLE D —

## ROADS IN OPERATION —

*Statement of Payments made by Lessee Companies for Rentals of  
June 30,*

| LESSEE AND LESSOR,   | Total amount of rentals<br>paid by lessee. |                               |
|--|--|-------------------------------|
|  | Year ending<br>June 30, 1890.              | Year ending<br>June 30, 1891. |
| Amsterdam (James R. Snell, lessee):                            |  |                               |
| Amsterdam .....  | \$1,000 00                                 | .....                         |
| Atlantic Avenue:   |  |                               |
| Prospect Park and Coney Island (city division) .....           | 21,000 00                                  | \$21,000 00                   |
| Binghamton and Port Dickinson (N. L. Osborne, lessee):         |  |                               |
| Binghamton and Port Dickinson .....                            | 3,000 00                                   | 3,000 00                      |
| Broadway and Seventh Avenue:                                   |  |                               |
| Broadway Surface .....   | 123,750 00                                 | .....                         |
| Brooklyn City:   |  |                               |
| Sundry roads .....   | 79,237 78                                  | .....                         |
| Central Crostown:  |  |                               |
| Christopher and Tenth Street .....                             | .....                                      | 63,300 00                     |
| Houston, West Street and Pavonia Ferry:                        |  |                               |
| Broadway Surface .....   | .....                                      | 106,250 00                    |
| Broadway and Seventh Avenue .....                              | .....                                      | 330,000 00                    |
| South Ferry .....  | .....                                      | 17,500 00                     |
| Jo'nst'n, Glov'le & K'gsboro (Stoller & Van Sickler, lessees): |  |                               |
| Johnstown, Gloversville and Kingsboro .....                    | 4,000 00                                   | .....                         |
| New Brighton and Onondaga Valley:                              |  |                               |
| Syracuse and Oakwood .....                                     | 500 00                                     | .....                         |
| Rockaway Village (Hickey & Pearsall, lessees):                 |  |                               |
| Rockaway Village .....   | .....                                      | 1,250 00                      |
| Steinway and Hunter's Point:                                   |  |                               |
| Riker Avenue and Sanford's Point .....                         | 1,761 92                                   | 1,761 92                      |
| Troy and Lansingburgh:   |  |                               |
| Lansingburgh and Cohoes .....                                  | 1,050 00                                   | 1,050 00                      |
| Troy and Cohoes .....  | 3,500 00                                   | 3,500 00                      |
| Waterford and Cohoes .....                                     | 1,800 00                                   | 1,800 00                      |
| Twenty-third Street:   |  |                               |
| Bleecker Street and Fulton Ferry .....                         | 62,500 00                                  | 62,500 00                     |
| Utica Belt Line:   |  |                               |
| Utica, Clinton and Binghamton (city division) .....            | 15,000 00                                  | 15,000 00                     |
|  | \$318,087 70                               | \$617,901 92                  |

(Concluded).

SURFACE STREET.

Leased Lines and disposition of same by Lessors, for years ending 1890 and 1891.

| Portion used for payment of interest on debt of lessor. |                            | Portion used for payment of dividends on capital stock of lessor. |                            | Portion not included in foregoing payments of interest or dividends; also portion paid for lines outside the State. |                            |
|---|----------------------------|---|----------------------------|---|----------------------------|
| Year ending June 30, 1890.                              | Year ending June 30, 1891. | Year ending June 30, 1890.  | Year ending June 30, 1891. | Year ending June 30, 1890.  | Year ending June 30, 1891. |
|   |                            |   |                            | \$1,000 00  |                            |
| \$21,000 00   | \$21,000 00                |   |                            |   |                            |
|   |                            | \$1,222 40  |                            | 1,777 60  | \$3,000 00                 |
| 128,750 00  |                            |   |                            |   |                            |
| 79,237 78   |                            |   |                            |   |                            |
|   | 11,300 00                  |   | \$52,000 00                |   |                            |
|   | 186,250 00                 |   |                            |   |                            |
|   | 110,000 00                 |   | 210,000 00                 |   |                            |
|   | 17,500 00                  |   |                            |   |                            |
| 50 00   |                            | 2,500 00  |                            | 1,450 00  |                            |
|   |                            |   |                            | 500 00  |                            |
|   | 1,250 00                   |   |                            |   |                            |
|   |                            |   |                            | 1,751 92  | 1,751 92                   |
|   |                            | 1,050 00  | 1,050 00                   |   |                            |
|   |                            | 3,500 00  | 3,500 00                   |   |                            |
|   |                            | 1,800 00  | 1,750 00                   |   | 50 00                      |
| 49,000 00   | 49,000 00                  | 13,500 00   | 13,500 00                  |   |                            |
|   |                            |   |                            | 15,000 00   | 15,000 00                  |
| \$273,037 78  | \$316,300 00               | \$23,572 40   | \$281,800 00               | \$21,479 52   | \$19,801 92                |

TABLE  
ROADS IN OPERATION —  
*Condensed Balance Sheet* —

| NAME OF ROAD.                   | ASSETS.                     |                             |                                    |                |
|---------------------------------|-----------------------------|-----------------------------|------------------------------------|----------------|
|                                 | Cost of road and equipment. | Other permanent investm'ts. | Supplies, cash and current assets. | Total assets.  |
| Addison and Pennsylvania...     | \$1,331,051 74              | .....                       | \$7,669 87                         | \$1,338,721 61 |
| Adirondack .....                | 2,866,479 04                | .....                       | 53,802 84                          | 2,920,281 88   |
| Albany and Susquehanna.....     | 14,200,766 55               | \$7,000 00                  | 476,549 59                         | 14,684,316 14  |
| Albany and Vermont .....        | 600,000 00                  | .....                       | 5,624 13                           | 605,624 13     |
| Allegheny and Kinzua .....      | 808,545 44                  | .....                       | 9,160 49                           | 817,705 93     |
| Amsterdam, Chne's & North'n     | 20,000 00                   | .....                       | .....                              | 20,000 00      |
| Avon, Genesee & Mt. Morris ..   | 224,800 10                  | .....                       | 766 05                             | 225,566 15     |
| Bath and Hammondsport .....     | 305,894 38                  | .....                       | 6,251 79                           | 312,146 17     |
| Boston and Albany .....         | 29,245,392 37               | 657,912 53                  | 3,838,949 76                       | 33,742,255 16  |
| Bradford, Eldred and Ouba ..    | 554,822 57                  | 604,119 50                  | 38,164 08                          | 1,192,106 10   |
| Brooklyn, Bath & West End..     | 1,105,743 81                | .....                       | 8,496 02                           | 1,114,239 83   |
| Brooklyn & Brighton Beach ..    | 1,681,466 54                | .....                       | 8,494 33                           | 1,689,960 87   |
| Brooklyn & Rockaway B'ch ..     | 306,040 37                  | .....                       | 30,640 12                          | 336,680 49     |
| Buffalo, Bradford & Pittsb'gh   | 3,108,258 34                | .....                       | .....                              | 3,108,258 34   |
| Buffalo Creek .....             | 665,850 24                  | .....                       | 10,203 13                          | 676,053 37     |
| Buffalo Creek Transfer.....     | 50,000 00                   | .....                       | 200 00                             | 50,200 00      |
| Buffalo Erie Basin .....        | 13,503 19                   | .....                       | .....                              | 13,503 19      |
| Buffalo, New York and Erie ..   | 3,330,000 00                | 150,600 00                  | 44,496 03                          | 3,525,096 03   |
| Buffalo, Roch. & Pittsburgh..   | 19,770,453 46               | 1,003,670 50                | 1,008,505 42                       | 21,782,629 38  |
| Buffalo and South Western ..    | 2,510,012 44                | .....                       | 69,481 13                          | 2,579,493 57   |
| Cairo .....                     | 44,710 76                   | .....                       | 1,405 22                           | 46,115 98      |
| Canastota Northern.....         | 500,000 00                  | .....                       | 9,000 00                           | 509,000 00     |
| Campbell Hall Connecting.....   | 375,000 00                  | .....                       | .....                              | 375,000 00     |
| Carthage and Adirondack .....   | 1,448,682 70                | .....                       | 160,994 76                         | 1,609,677 46   |
| Catskill Mountain .....         | 411,073 42                  | .....                       | 10,133 29                          | 421,206 71     |
| Central Dock Terminal.....      | 540,832 68                  | .....                       | 15,936 28                          | 556,768 91     |
| Cayuga and Susquehanna.....     | 600,000 00                  | .....                       | 2,632 05                           | 602,632 05     |
| Central New Eng. & West'n ..    | 3,848,536 36                | 1,075,537 46                | 228,703 02                         | 5,152,776 84   |
| Chateaugay (railway) .....      | 368,000 00                  | .....                       | .....                              | 368,000 00     |
| Chateaugay (railroad).....      | 446,883 54                  | .....                       | 177,671 61                         | 623,555 15     |
| Chautauqua Lake .....           | 31,337 40                   | .....                       | 15,116 04                          | 46,453 44      |
| Cherry Val. Sharon & Albany.    | 589,100 00                  | .....                       | .....                              | 589,100 00     |
| Clove Branch .....              | 189,259 84                  | 1,495 29                    | 2,340 36                           | 193,095 49     |
| Coneaus Lake .....              | 27,027 88                   | .....                       | .....                              | 27,027 88      |
| Connecting Terminal .....       | 556,464 88                  | .....                       | 144,999 74                         | 701,464 62     |
| Cooperstown & Charlotte Val.    | 24,177 14                   | .....                       | 5,519 19                           | 29,696 33      |
| Cooperstown & Susq. Valley ..   | 567,107 96                  | .....                       | 6,681 05                           | 573,789 01     |
| Cortg. Cowanesque & Antrim..    | 3,250,000 00                | .....                       | 17,137 65                          | 3,267,137 65   |
| Delaware and Otsego .....       | 281,836 61                  | .....                       | 122 35                             | 281,958 96     |
| Dunkirk, Alle'y Val. & Pitts'gh | 4,541,256 67                | .....                       | 52,800 68                          | 4,594,057 35   |
| Elmira, Cortland & Northern.    | 4,291,279 63                | .....                       | 88,924 81                          | 4,380,204 44   |
| Elmira and Lake Ontario .....   | 2,000,000 00                | .....                       | 12,500 00                          | 2,012,500 00   |
| Elmira State Line .....         | 189,200 00                  | .....                       | 61,000 00                          | 250,200 00     |
| Elmira and Williamsport .....   | 2,670,000 00                | .....                       | 41,709 73                          | 2,611,709 73   |
| Erie and Black Rock .....       | 37,291 79                   | .....                       | 503 00                             | 37,794 79      |
| Erie International .....        | 353,596 19                  | .....                       | .....                              | 353,596 19     |
| Fitchburg .....                 | 41,195,094 13               | 1,780,128 57                | 3,842,708 85                       | 46,817,922 55  |
| Fonda, Johnst'n & Glovers'le    | 938,426 61                  | 38,761 43                   | 74,201 78                          | 1,049,389 82   |
| Glendale and East River .....   | 178,636 39                  | .....                       | 7,480 00                           | 186,116 39     |
| Goshen and Deckertown .....     | 342,690 00                  | .....                       | 3,550 33                           | 346,240 33     |
| Grand View Beach .....          | 303,975 05                  | .....                       | 7,956 23                           | 311,931 28     |
| Greene .....                    | 400,085 50                  | .....                       | .....                              | 400,085 50     |
| Greenwich and Johnsonville..    | 124,884 87                  | .....                       | 1,245 49                           | 126,130 36     |
| Harlem River & Port Chester..   | 3,066,700 17                | .....                       | 80 00                              | 3,066,780 17   |

E.

SURFACE STEAM.

June 30, 1891.

| LIABILITIES.   |               |                    |                    | PROFIT AND LOSS. |              |
|----------------|---------------|--------------------|--------------------|------------------|--------------|
| Capital stock. | Funded debt.  | Other liabilities. | Total liabilities. | Surplus.         | Deficiency.  |
| \$690,500 00   | \$487,939 37  | \$299,318 40       | \$1,377,757 77     | .....            | \$39,086 16  |
| 2,600,000 00   | 1,486,637 75  | 122,896 23         | 4,209,532 98       | .....            | 1,289,251 10 |
| 3,500,000 00   | 11,000,000 00 | .....              | 14,500,000 00      | \$184,310 14     | .....        |
| 600,000 00     | .....         | .....              | 600,000 00         | 5,624 18         | .....        |
| 500,000 00     | 255,000 00    | 28,769 79          | 808,769 79         | 8,936 14         | .....        |
| 20,000 00      | .....         | .....              | 20,000 00          | .....            | .....        |
| 225,000 00     | .....         | .....              | 225,000 00         | 506 15           | .....        |
| 100,000 00     | 200,000 00    | 14,858 23          | 314,858 23         | .....            | 2,712 06     |
| 20,627,320 00  | 10,858,000 00 | 2,256,766 76       | 33,642,086 76      | 100,168 40       | .....        |
| 480,000 00     | 560,000 00    | 423,346 64         | 1,463,346 64       | .....            | 271,240 54   |
| 500,000 00     | 500,000 00    | 128,498 06         | 1,128,498 06       | .....            | 14,259 23    |
| 1,000,000 00   | 500,000 00    | 296,826 07         | 1,796,826 07       | .....            | 108,865 20   |
| 147,500 00     | 66,000 00     | 22,814 24          | 236,314 24         | 100,366 25       | .....        |
| 2,286,400 00   | 580,000 00    | 241,858 34         | 3,108,258 34       | .....            | .....        |
| 250,000 00     | 416,000 00    | .....              | 666,000 00         | 10,063 37        | .....        |
| 5,000 00       | .....         | 45,200 00          | 50,200 00          | .....            | .....        |
| 13,503 19      | .....         | .....              | 13,503 19          | .....            | .....        |
| 950,000 00     | 2,380,000 00  | 151,597 50         | 3,481,597 50       | 43,488 53        | .....        |
| 12,000,000 00  | 8,750,500 00  | 937,612 52         | 21,688,112 52      | 94,516 86        | .....        |
| 943,666 66     | 1,500,000 00  | 56,825 00          | 2,499,491 66       | 90,001 91        | .....        |
| 19,900 00      | 25,000 00     | 250 00             | 45,150 00          | 966 98           | .....        |
| 200,000 00     | 300,000 00    | 9,000 00           | 509,000 00         | .....            | .....        |
| 125,000 00     | 250,000 00    | .....              | 375,000 00         | .....            | .....        |
| 500,000 00     | 924,000 00    | 284,207 30         | 1,708,207 30       | .....            | 98,529 84    |
| 89,000 00      | 303,200 00    | 5,510 65           | 397,710 65         | 23,496 06        | .....        |
| 487,500 00     | .....         | 49,559 88          | 537,059 88         | 19,709 03        | .....        |
| 589,110 00     | .....         | .....              | 589,110 00         | 13,522 05        | .....        |
| 1,600,000 00   | 2,500,000 00  | 1,058,192 00       | 5,158,192 00       | .....            | 5,415 16     |
| 168,000 00     | 200,000 00    | .....              | 368,000 00         | .....            | .....        |
| 75,000 00      | .....         | .....              | 75,000 00          | 548,556 15       | .....        |
| .....          | 41,500 00     | 11,108 17          | 52,608 17          | .....            | 6,154 73     |
| 269,100 00     | 300,000 00    | 84,132 99          | 673,232 99         | .....            | 84,132 99    |
| 150,000 00     | .....         | 808 33             | 150,808 33         | 42,287 16        | .....        |
| 19,100 00      | .....         | 8,793 96           | 27,893 96          | .....            | 866 08       |
| 20,000 00      | 500,000 00    | 4,166 67           | 524,166 67         | 177,297 95       | .....        |
| 14,560 00      | .....         | 9,101 22           | 23,661 22          | 6,035 11         | .....        |
| 308,405 00     | 144,000 00    | 37,800 00          | 490,205 00         | 83,584 01        | .....        |
| 2,000,000 00   | 1,250,000 00  | 4,758 69           | 3,254,758 69       | 12,378 96        | .....        |
| 73,000 00      | .....         | 208,958 96         | 281,958 96         | .....            | .....        |
| 1,300,000 00   | 2,900,000 00  | 214,436 34         | 4,414,436 34       | 179,620 91       | .....        |
| 2,000,000 00   | 2,000,000 00  | 102,606 92         | 4,102,606 92       | 277,598 52       | .....        |
| 1,500,000 00   | 500,000 00    | 38,479 67          | 2,038,479 67       | .....            | 20,979 67    |
| 90,200 00      | 160,000 00    | .....              | 250,200 00         | .....            | .....        |
| 1,000,000 00   | 1,570,000 00  | 37,220 00          | 2,607,220 00       | 4,460 73         | .....        |
| 960 00         | .....         | 36,534 79          | 37,794 79          | .....            | .....        |
| 10,000 00      | .....         | 303,596 19         | 353,596 19         | .....            | .....        |
| 37,800 00      | 20,801,600 00 | 2,345,829 44       | 46,544,729 44      | 273,197 11       | .....        |
| 100,000 00     | 500,000 00    | 87,028 13          | 687,028 13         | 162,351 69       | .....        |
| 7,460 00       | .....         | 176,626 39         | 184,086 39         | .....            | .....        |
| 16,190 00      | 246,500 00    | .....              | 342,690 00         | 3,560 33         | .....        |
| 0,000 00       | 200,000 00    | 11,019 03          | 311,019 03         | 912 25           | .....        |
| 50,000 00      | 200,000 00    | 86 50              | 400,086 50         | .....            | .....        |
| 15,000 00      | .....         | .....              | 118,000 00         | 17,629 86        | .....        |
| 13,250 00      | 3,000,000 00  | 24,530 17          | 3,066,780 17       | .....            | .....        |

TABLE E—

ROADS IN OPERATIONS—  
Condensed Balance Sheets,

| NAME OF ROAD.                 | ASSETS.                        |                                   |   |                |
|-------------------------------|--------------------------------|-----------------------------------|---|----------------|
|                               | Cost of road<br>and equipment. | Other<br>permanent<br>investm'ts. | Supplies,<br>cash and<br>current<br>assets. | Total assets.  |
| Hartford and Conn. Western.   | \$3,295,615 43                 | \$186,773 05                      | .....                                       | \$3,432,387 48 |
| Herkimer, Newp't & Poland.    | 344,881 90                     | 1,000 00                          | \$18,391 00                                 | 364,272 90     |
| Island.....                   | 605,500 00                     | .....                             | 3,212 38                                    | 608,712 38     |
| Kinderhook and Hudson.        | 562,490 83                     | .....                             | 514 42                                      | 563,005 25     |
| Keesv., Aus.Ch'sm. & L.Cham.  | 57,576 20                      | .....                             | 3,006 26                                    | 60,582 46      |
| Kaaterskill.....              | 176,371 67                     | .....                             | 7,184 13                                    | 183,555 80     |
| Lackawanna & Pittsburgh.....  | .....                          | .....                             | 2,903 76                                    | 2,903 76       |
| Lake Champlain and Moriah.    | 447,850 55                     | .....                             | 63,923 67                                   | 511,774 32     |
| Lake Shore & Mich. Southern   | 84,000,000 00                  | 21,406,002 83                     | 4,991,100 06                                | 110,397,102 89 |
| Lebanon Springs.....          | .....                          | .....                             | 11,653 83                                   | 11,653 83      |
| Lehigh and Hudson River...    | 3,067,343 89                   | 350,000 00                        | 326,830 46                                  | 3,744,174 35   |
| Lehigh Valley.....            | 13,523,401 88                  | .....                             | 222,079 81                                  | 13,745,481 69  |
| Long Island.....              | 22,292,288 07                  | 764,377 80                        | 1,100,987 91                                | 24,157,653 78  |
| Lockport and Buffalo.....     | 368,975 07                     | .....                             | 29,346 77                                   | 398,321 84     |
| Mahopae Falls.....            | 100,112 50                     | .....                             | .....                                       | 100,112 50     |
| Marine.....                   | 90,841 63                      | .....                             | 1,565 93                                    | 92,407 56      |
| Mechanicville & Ft. Edward.   | 54,998 07                      | .....                             | .....                                       | 54,998 07      |
| Middleburgh and Schoharie.    | 108,760 00                     | .....                             | 2,720 82                                    | 106,470 82     |
| Middletown and Crawford.      | 193,354 11                     | .....                             | 4,354 77                                    | 197,708 88     |
| Middletown, Un'ville & W. G.  | 350,476 47                     | .....                             | 373 00                                      | 350,849 47     |
| Montgomery and Erie.....      | 327,000 00                     | .....                             | 1,169 44                                    | 328,169 44     |
| Mount McGregor.....           | 555,042 20                     | .....                             | 653 12                                      | 555,695 32     |
| Newburgh, Dutchess & Conn.    | 2,599,147 02                   | 1,223 47                          | 63,366 24                                   | 2,663,736 73   |
| New Jersey and New York.      | 2,852,843 04                   | 571,400 00                        | 27,860 62                                   | 3,452,103 66   |
| New Jersey & N.Y. Extension.  | 180,000 00                     | .....                             | .....                                       | 180,000 00     |
| N.Y., Brooklyn & Man. Beach.  | 1,853,598 38                   | 500,000 00                        | 6,660 16                                    | 2,360,258 49   |
| New York and Canada.....      | 8,401,106 33                   | .....                             | .....                                       | 8,401,106 33   |
| New York Cent. & Hud. River.  | 151,002,282 79                 | 21,101,013 63                     | 11,249,882 07                               | 183,353,178 49 |
| N. Y. C. H. R. & Fort Orange. | 5,000 00                       | 8,000 00                          | 531 11                                      | 13,531 11      |
| New York Cent. & Niag. River  | 28,100 00                      | .....                             | .....                                       | 28,100 00      |
| New York, Chi. and St. Louis. | 49,857,297 07                  | .....                             | 1,328,402 91                                | 51,185,699 98  |
| New York and Coney Island.    | 100,019 02                     | .....                             | 964 87                                      | 100,983 89     |
| New York and Harlem.....      | 23,544,208 19                  | 6,000 00                          | 1,230,450 42                                | 24,780,658 61  |
| New York, Lack. & Western.    | 30,374,555 25                  | .....                             | .....                                       | 30,374,555 25  |
| New York, L. E. and Western.  | 166,923,766 75                 | 8,683,406 98                      | 4,851,569 10                                | 180,458,732 83 |
| New York and Long Beach..     | 591,000 00                     | .....                             | .....                                       | 591,000 00     |
| New York and Massachusetts.   | 1,473,016 64                   | .....                             | 185,984 63                                  | 1,659,001 27   |
| New York and New England.     | 39,757,242 66                  | 99,900 00                         | 1,687,338 02                                | 41,544,480 68  |
| New York, N. H. & Hartford..  | 25,511,515 07                  | 2,239,376 88                      | 1,919,820 17                                | 29,670,612 12  |
| New York and Northern.....    | 13,266,517 63                  | 10,500 00                         | 318,674 58                                  | 13,595,692 21  |
| N. Y., Ontario and Western... | 64,776,850 49                  | 3,079,030 00                      | 1,439,344 65                                | 69,295,225 14  |
| N. Y., Pennsylvania & Ohio..  | 159,755,972 28                 | 84,150 00                         | 1,155,436 97                                | 160,995,559 25 |
| N. Y. and Rockaway Beach..    | 2,724,596 25                   | .....                             | 45,408 10                                   | 2,770,004 35   |
| New York and Sea Beach.....   | 861,379 30                     | 58,983 33                         | 76,053 79                                   | 999,416 42     |
| Niagara Falls Branch.....     | 243,756 00                     | .....                             | 6,244 00                                    | 250,000 00     |
| Northern Adirondack.....      | 1,245,461 09                   | 12,352 24                         | 112,180 71                                  | 1,369,994      |
| Northern of New Jersey.....   | 1,638,046 67                   | .....                             | 230,149 53                                  | 1,868,196      |
| Nyack and Northern.....       | 249,586 36                     | .....                             | .....                                       | 249,586        |
| Ogdensburg & Lake Cham...     | 7,563,039 44                   | 413,538 88                        | 988,006 92                                  | 8,969,585      |
| Ontario, Carb. and Scranton.  | 3,494,985 94                   | .....                             | 9,665 46                                    | 3,504,651      |
| Orange County.....            | 400,187 14                     | .....                             | 1,411 04                                    | 401,598        |
| Oswego and Rome.....          | 964,400 00                     | 10,600 00                         | .....                                       | 975,000        |
| Oswego and Syracuse.....      | 2,455,797 86                   | .....                             | .....                                       | 2,455,797      |
| Owasco River.....             | 60,784 71                      | .....                             | .....                                       | 60,784         |



# CONDENSED BALANCE SHEETS OF STEAM ROADS.

45

(Continued).

SURFACE STEAM.

June 30, 1891.

| LIABILITIES.   |                |                    |                    | PROFIT AND LOSS. |             |
|----------------|----------------|--------------------|--------------------|------------------|-------------|
| Capital stock. | Funded debt.   | Other liabilities. | Total liabilities. | Surplus.         | Deficiency. |
| \$2,720,000 00 | \$700,000 00   | \$22,697 99        | \$3,442,697 99     | .....            | \$10,310 51 |
| 250,000 00     | .....          | 94,717 59          | 344,717 59         | \$19,555 81      | .....       |
| 200,000 00     | 400,000 00     | 28,062 35          | 623,062 35         | .....            | 14,849 97   |
| 170,000 00     | 375,000 00     | 4,118 19           | 549,118 19         | 13,887 06        | .....       |
| 30,710 00      | 30,000 00      | 1,164 37           | 61,874 37          | .....            | 1,291 91    |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 100,000 00     | 60,000 00      | 31,218 67          | 191,218 67         | .....            | 7,662 87    |
| .....          | .....          | 2,134 63           | 2,134 63           | 769 13           | .....       |
| 200,000 00     | .....          | .....              | 200,000 00         | 311,774 32       | .....       |
| 50,000,000 00  | 45,766,000 00  | 3,139,190 07       | 98,905,190 07      | 11,491,912 82    | .....       |
| .....          | .....          | 10,297 10          | 10,297 10          | 1,856 73         | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 1,340,000 00   | 2,029,560 00   | 436,186 45         | 3,805,696 45       | .....            | 61,522 10   |
| 5,900,000 00   | 6,300,000 00   | 1,954,981 69       | 14,154,981 69      | .....            | 409,500 00  |
| 12,000,000 00  | 10,885,402 88  | 688,459 23         | 23,018,862 11      | 1,188,791 67     | .....       |
| 128,200 00     | 170,000 00     | 9,901 50           | 308,101 50         | 90,220 84        | .....       |
| 100,000 00     | .....          | 112 50             | 100,112 50         | .....            | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 50,000 00      | .....          | 12,395 18          | 62,395 18          | 30,012 38        | .....       |
| 10,000 00      | .....          | 44,998 07          | 54,998 07          | .....            | .....       |
| 85,000 00      | 18,000 00      | 8,951 65           | 103,951 65         | .....            | 480 83      |
| 122,300 00     | 66,000 00      | 2,014 75           | 190,314 75         | 7,494 13         | .....       |
| 149,850 00     | 400,000 00     | 71,280 29          | 621,130 29         | .....            | 270,280 82  |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 150,000 00     | 170,500 00     | 6,500 00           | 327,000 00         | 1,169 44         | .....       |
| 500,000 00     | 50,000 00      | 16,515 60          | 566,515 60         | .....            | 10,820 28   |
| 1,037,450 00   | 1,314,500 00   | 185,869 47         | 2,537,819 47       | 75,917 26        | .....       |
| 2,890,000 00   | 500,000 00     | 68,408 59          | 3,368,408 59       | 83,696 07        | .....       |
| 60,000 00      | 120,000 00     | .....              | 180,000 00         | .....            | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 1,000,000 00   | 1,367,000 00   | 2,037 84           | 2,369,037 84       | .....            | 8,779 35    |
| 4,000,000 00   | 4,000,000 00   | 401,106 33         | 8,401,106 33       | .....            | .....       |
| 89,428,300 00  | 65,377,333 83  | 15,321,518 97      | 170,127,152 30     | 13,226,026 19    | .....       |
| 10,000 00      | .....          | 8,000 00           | 13,000 00          | 531 11           | .....       |
| 28,100 00      | .....          | .....              | 28,100 00          | .....            | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 30,000,000 00  | 19,681,000 00  | 1,307,925 93       | 50,988,925 93      | 196,774 05       | .....       |
| 100,000 00     | .....          | 983 89             | 100,983 89         | .....            | .....       |
| 10,000,000 00  | 12,005,000 00  | 29,101 05          | 22,034,101 05      | 2,746,557 56     | .....       |
| 10,000,000 00  | 19,850,000 00  | 524,555 25         | 30,374,555 25      | .....            | .....       |
| 85,947,100 00  | 77,664,885 10  | 7,251,182 03       | 170,863,167 13     | 9,596,865 70     | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 391,000 00     | 200,000 00     | .....              | 591,000 00         | .....            | .....       |
| 1,014,000 00   | 24,000 00      | 494,711 32         | 1,532,711 32       | 126,289 95       | .....       |
| 22,700,000 00  | 17,209,535 00  | 2,052,719 22       | 41,962,254 22      | .....            | 417,773 54  |
| 19,676,505 00  | 2,000,000 00   | 4,233,623 39       | 26,810,128 39      | 3,860,483 73     | .....       |
| 9,000,000 00   | 4,400,000 00   | 200,153 89         | 13,600,153 89      | .....            | 4,461 68    |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 58,119,982 84  | 9,044,000 00   | 1,357,163 67       | 68,521,146 51      | 774,078 63       | .....       |
| 44,999,350 80  | 113,589,608 25 | 2,101,502 83       | 160,690,461 08     | 305,098 17       | .....       |
| .....          | 1,773,000 00   | 41,839 72          | 2,813,939 72       | .....            | 43,935 37   |
| 500,000 00     | 428,488 00     | 81,468 16          | 1,009,956 16       | .....            | 10,539 74   |
| 250,000 00     | .....          | .....              | 250,000 00         | .....            | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 450,000 00     | 77,000 00      | 788,240 83         | 1,315,240 83       | 54,753 71        | .....       |
| 000,000 00     | 625,000 00     | 285,601 57         | 1,963,601 57       | 4,594 63         | .....       |
| 78,250 00      | 157,500 00     | 13,886 36          | 249,586 36         | .....            | .....       |
| 677,500 00     | 4,849,750 00   | 1,042,335 24       | 8,969,585 24       | .....            | .....       |
| 500,000 00     | 1,500,000 00   | 491,656 28         | 3,491,656 28       | 12,995 12        | .....       |
| .....          | .....          | .....              | .....              | .....            | .....       |
| 200,000 00     | .....          | 196,109 23         | 396,109 23         | 5,458 95         | .....       |
| 225,000 00     | 750,000 00     | .....              | 975,000 00         | .....            | .....       |
| 120,400 00     | 1,106,000 00   | 58,062 16          | 2,484,462 16       | .....            | 28,664 30   |
| 30,000 00      | .....          | 9,996 49           | 39,996 49          | 21,688 22        | .....       |

TABLE E —  
ROADS IN OPERATION —  
*Condensed Balance Sheets,*

| NAME OF ROAD.                   | ASSETS.                     |                             |                                    |                    |
|---------------------------------|-----------------------------|-----------------------------|------------------------------------|--------------------|
|                                 | Cost of road and equipment. | Other permanent investm'ts. | Supplies, cash and current assets. | Total assets.      |
| Penn., Poughk'psie & Boston.    | \$4,357,862 26              | \$262,500 00                | \$85,205 84                        | \$4,705,068 10     |
| Port Jervis, Monticello & N.Y.  | 811,892 68                  | .....                       | 3,070 98                           | 814,963 61         |
| Prospect Park & Coney Isl'nd    | 1,121,148 42                | 420,000 00                  | 42,947 87                          | 1,584,093 79       |
| Prospect Park & S. Brooklyn.    | 50,000 00                   | .....                       | .....                              | 50,000 00          |
| Rensselaer and Saratoga .....   | 10,397,580 40               | 1,082,511 38                | 58,550 81                          | 11,538,642 54      |
| Rochester, Hornells'v'le & Lack | .....                       | .....                       | 4,794 55                           | 4,794 55           |
| Rochester and Glen Haven ..     | 191,931 48                  | .....                       | 6,906 73                           | 198,838 21         |
| Rochester and Lake Ontario.     | 67,610 82                   | .....                       | 15,788 37                          | 83,399 19          |
| Rome and Clinton .....          | 360,000 00                  | .....                       | 82 03                              | 360,082 03         |
| Rochester & Genesee Valley.     | 555,200 00                  | .....                       | 355 14                             | 555,555 14         |
| Rome, Watert'n & Ogdensb'g.     | 15,939,425 72               | 4,660,679 92                | 2,514,268 97                       | 23,114,374 61      |
| Saratoga and Schenectady ..     | 450,000 00                  | 5,000 00                    | 990 22                             | 455,990 22         |
| Schenectady & Duaneburgh.       | 674,866 01                  | .....                       | .....                              | 674,866 01         |
| Schoharie Valley .....          | 102,718 30                  | .....                       | 287 76                             | 103,006 06         |
| Seneca Electric .....           | 86,897 51                   | .....                       | 2,559 09                           | 89,456 60          |
| Silver Lake .....               | 381,570 93                  | .....                       | 7,055 18                           | 388,626 11         |
| Skaneateles .....               | 108,300 00                  | .....                       | 19,086 62                          | 127,386 62         |
| Southern Central .....          | 4,376,508 66                | .....                       | .....                              | 4,376,508 66       |
| Southfield Branch .....         | 17,784 17                   | .....                       | 51 10                              | 17,835 27          |
| Spurten Duyvil & Port Morris    | 989,000 00                  | .....                       | .....                              | 989,000 00         |
| Staten Island .....             | 637,886 89                  | .....                       | 3,257 51                           | 641,143 90         |
| Staten Island Rapid Transit.    | 8,634,069 96                | 26,000 00                   | 344,297 94                         | 9,004,367 90       |
| Sterling Mountain .....         | 506,864 02                  | .....                       | 3,896 09                           | 510,769 11         |
| Stony Clove and Catskill Mt.    | 344,796 68                  | .....                       | 9,658 86                           | 354,454 54         |
| Suspens'n B'dge & Erie Junc.    | 1,921,791 07                | .....                       | 86 42                              | 1,921,877 49       |
| Syracuse, Binghamton & N.Y.     | 4,652,172 58                | .....                       | 258,560 84                         | 4,910,733 42       |
| Syracuse, Geneva & Corning.     | 3,019,963 99                | .....                       | 121,844 26                         | 3,141,798 25       |
| Syracuse, Ontario & New York    | 1,469,774 21                | .....                       | 4,825 79                           | 1,504,600 00       |
| Tioga .....                     | 1,474,521 93                | 40,391 90                   | 2,309,758 16                       | 3,824,671 99       |
| Troy and Bennington .....       | 236,963 87                  | .....                       | 1,995 00                           | 238,948 37         |
| Troy and Greenbush .....        | 274,400 00                  | 3,650 00                    | 690 91                             | 278,740 91         |
| Ulster and Delaware .....       | 3,298,852 08                | .....                       | 130,888 09                         | 3,429,740 17       |
| Union .....                     | 50,000 00                   | .....                       | .....                              | 50,000 00          |
| United States and Canada ..     | 644,822 09                  | .....                       | 33,596 32                          | 678,418 41         |
| Utica and Black River .....     | 4,368,222 40                | .....                       | 780,840 25                         | 5,119,062 65       |
| Utica, Chen. & Susq. Valley..   | 4,222,478 64                | .....                       | .....                              | 4,222,478 64       |
| Utica, Clinton & Binghamton.    | 1,690,566 40                | .....                       | 28,336 73                          | 1,718,903 13       |
| Valley .....                    | 1,160,620 45                | .....                       | .....                              | 1,160,620 45       |
| Wallkill Valley .....           | 945,179 28                  | .....                       | 37,213 41                          | 982,392 69         |
| Waverly and State Line .....    | 64,398 06                   | .....                       | .....                              | 64,398 06          |
| Wellsville, Bolivar & Eldred.   | 412,400 00                  | 6,990 00                    | .....                              | 419,390 00         |
| W'lsv's, Coudersp't & Pine O'k  | 95,123 53                   | .....                       | 935 24                             | 96,058 77          |
| Western N.Y. & Pennsylvania.    | 62,507,636 87               | 10,830,783 02               | 793,613 28                         | 74,131,963 17      |
| West Shore .....                | 60,000,000 00               | .....                       | .....                              | 60,000,000 00      |
| West Troy and Green Island.     | 139,129 86                  | .....                       | .....                              | 139,129 86         |
|                                 | \$1,256,411,016 80          | \$82,195,199 64             | \$51,929,119 56                    | \$1,390,535,335 90 |

(Continued).

## SURFACE STEAM.

June 30, 1891.

| LIABILITIES.   |                  |                    |                    | PROFIT AND LOSS. |                |
|----------------|------------------|--------------------|--------------------|------------------|----------------|
| Capital stock. | Funded debt.     | Other liabilities. | Total liabilities. | Surplus.         | Deficiency.    |
| \$2,000,000 00 | \$1,811,500 00   | \$1,444,988 64     | \$5,256,488 64     | .....            | \$551,415 54   |
| 409,100 00     | 384,000 00       | 106,168 32         | 879,268 32         | .....            | 64,304 71      |
| 500,000 00     | 1,018,000 00     | 158,565 77         | 1,674,565 77       | .....            | 90,471 98      |
| 50,000 00      | .....            | .....              | 50,000 00          | .....            | .....          |
| 9,480,000 00   | 2,000,000 00     | 91 73              | 11,480,091 73      | \$58,550 81      | .....          |
| .....          | .....            | 3,766 82           | 3,766 82           | 1,027 73         | .....          |
| 96,900 00      | 100,000 00       | 11,027 06          | 207,927 06         | .....            | 9,088 85       |
| 65,090 00      | .....            | 826 76             | 65,826 76          | 18,073 43        | .....          |
| 345,380 00     | .....            | 59 09              | 345,419 09         | 14,662 94        | .....          |
| 555,200 00     | .....            | 20 00              | 555,220 00         | 335 14           | .....          |
| 10,000,000 00  | 13,047,090 00    | 55,618 97          | 23,102,708 97      | 11,665 64        | .....          |
| 450,000 00     | .....            | .....              | 450,000 00         | 5,990 22         | .....          |
| 100,900 00     | 500,000 00       | 73,966 01          | 674,866 01         | .....            | .....          |
| 100,000 00     | 40,000 00        | 2,400 00           | 142,400 00         | .....            | 39,393 94      |
| 40,000 00      | 40,000 00        | 8,097 51           | 88,097 51          | 1,359 09         | .....          |
| 60,000 00      | 190,900 00       | 25,931 41          | 276,831 41         | 61,794 70        | .....          |
| 77,800 00      | 20,000 00        | 500 00             | 98,300 00          | 29,086 62        | .....          |
| 1,774,360 00   | 3,866,790 00     | 525,864 83         | 6,167,604 83       | .....            | 1,791,096 17   |
| 1,000 00       | .....            | 20,066 46          | 21,096 46          | .....            | 3,261 19       |
| 989,000 00     | .....            | .....              | 989,000 00         | .....            | .....          |
| 210,000 00     | 300,000 00       | .....              | 510,000 00         | 131,143 90       | .....          |
| 500,000 00     | 8,000,000 00     | 698,925 51         | 9,198,925 51       | .....            | 194,567 61     |
| 80,000 00      | 475,674 00       | 160,908 91         | 716,582 91         | .....            | 205,823 80     |
| 124,000 00     | 210,000 00       | 19,613 85          | 353,613 85         | 840 69           | .....          |
| 500,000 00     | 1,000,000 00     | 421,877 49         | 1,921,877 49       | .....            | .....          |
| 2,500,000 00   | 1,966,000 00     | 110,178 28         | 4,576,178 28       | 384,555 14       | .....          |
| 1,325,000 00   | 1,396,300 00     | 16,984 25          | 2,740,184 25       | 401,614 00       | .....          |
| 404,600 00     | 1,100,000 00     | .....              | 1,504,600 00       | .....            | .....          |
| 580,900 00     | 789,500 00       | 44,132 16          | 1,414,532 16       | 2,410,139 83     | .....          |
| 150,800 00     | 44,000 00        | .....              | 194,800 00         | 44,148 37        | .....          |
| 274,400 00     | .....            | .....              | 274,400 00         | 4,840 91         | .....          |
| 1,694,600 00   | 1,397,700 00     | 33,770 82          | 3,126,070 82       | 303,669 35       | .....          |
| 50,000 00      | .....            | .....              | 50,000 00          | .....            | .....          |
| 208,925 00     | 433,470 00       | 36,023 41          | 678,418 41         | .....            | .....          |
| 2,223,000 00   | 2,700,000 00     | .....              | 4,923,000 00       | 196,082 65       | .....          |
| 4,000,000 00   | .....            | 222,478 64         | 4,222,478 64       | .....            | .....          |
| 849,285 00     | 800,000 00       | 25,000 00          | 1,674,285 00       | 44,618 13        | .....          |
| 750,000 00     | 400,000 00       | 10,620 45          | 1,160,620 45       | .....            | .....          |
| 380,000 00     | 580,000 00       | 114,226 50         | 1,024,226 50       | .....            | 41,833 81      |
| 10,000 00      | .....            | 64,398 05          | 64,398 05          | .....            | .....          |
| 6,990 00       | .....            | 412,400 00         | 419,390 00         | .....            | .....          |
| 66,795 00      | 23,500 00        | 2,062 98           | 92,357 98          | 3,700 79         | .....          |
| 20,000,000 00  | 31,694,803 55    | 3,988,365 25       | 65,683,168 80      | 8,448,814 37     | .....          |
| 10,000 00      | 50,000,000 00    | .....              | 60,000,000 00      | .....            | .....          |
| 100 00         | .....            | 185,929 86         | 185,929 86         | .....            | .....          |
| 97 69          | \$631,226,067 23 | \$64,086,665 04    | \$1,337,569,569 96 | \$59,198,849 57  | \$6,233,073 63 |
|                |                  |                    | Net surplus..      | \$52,965,775 94  |                |

TABLE E—

*Note Referring to Surface*

In addition to the companies furnishing balance sheets on Table E, there are several and debts outstanding, and there are others furnishing no balance sheets, or defective on account of cost of road and equipment by lessees or owners. In order to arrive at following amounts must be added to those as shown respectively on Table E.

|  |                              |
|--|------------------------------|
| Albany and Susquehanna .....                   |                              |
| Carthage, Watertown and Sackett's Harbor ..... |                              |
| Erie and Genesee Valley .....                  |                              |
| Hart's Corners, Ovid and Willard .....         |                              |
| Kanona and Praftsburgh .....                   |                              |
| Lackawanna and Susquehanna .....               |                              |
| Lebanon Springs .....                          |                              |
| Rensselaer and Saratoga .....                  |                              |
| Schenectady and Mechanicville .....            |                              |
| Seneca Falls and Cayuga Lake .....             |                              |
| Smithtown and Port Jefferson .....             |                              |
| Syracuse and Baldwinsville .....               |                              |
| Troy, Saratoga and Northern .....              |                              |
| Troy Union .....                               |                              |
| Lackawanna and Pittsburgh .....                | } In hands of receiver.....{ |
| Rochester, Hornellsville and Lackawanna .....  |                              |

Total amount of cost of road and equipment, capital stock and debt not shown on  
Add amount shown on Table E .....

Total amount of cost of road and equipment, capital stock and debt,

|  |                    |
|--|--------------------|
| Total assets as shown on Table E .....                                 | \$1,390,535,335 90 |
| Add additional cost of road and equipment, as shown on above note..... | 13,854,146 32      |

|  |                    |
|--|--------------------|
| Total amount of assets as reported June 30, 1891 ..... | \$1,404,389,482 22 |
|--|--------------------|

Excess of assets over liabilities as reported June 30, 1891 .....

|  |  |
|--|--|
| Net surplus as shown in Table E .....                                      |  |
| Add additional assets (cost of road and equipment) as per above note ..... |  |
| Deduct additional liabilities (stock and debt) as per above note .....     |  |

Total net surplus as reported June 30, 1891 .....

(Continued).

*Steam Roads in Table E.*

whose roads have been partially absorbed or leased, but who still have capital stock ones, in reports filed with the Board, upon whose roads expenditures have been made the total stock and debt and cost of road and equipment, as reported June 30, 1891, the

|  | Cost of road and<br>equipment. | Capital stock.   | Funded debt.     |
|--|--------------------------------|------------------|------------------|
| Leased by Delaware and Hudson Canal<br>Company (expended by lessee) .....  | \$1,563,963 80                 | .....            | .....            |
| Leased by Utica and Black River R. R. Co. ....   | 783,968 26                     | \$508,450 00     | \$300,000 00     |
| Operated by N. Y., L. E. and W. R. R. Co. ....   | 191,302 50                     | 144,900 00       | 120,000 00       |
| Leased by Geneva and Sayre R. R. Co. ....  | 2,278 52                       | 4,100 00         | .....            |
| Built by Delaware and Hudson Canal Co. ....  | 140,000 00                     | 12,000 00        | 192,000 00       |
| Receiver has no books giving cost of road.<br>Report of New York, Rutland and Mon-<br>treal for 1888 fixed cost at ..... | 1,203,677 16                   | .....            | .....            |
| Leased by Delaware and Hudson Canal Co.<br>(expended by lessee) .....  | 2,830,114 28                   | .....            | .....            |
| Built by Delaware and Hudson Canal Co. ....  | 2,234,044 69                   | .....            | .....            |
| No report for 1891 filed. Last report showed .....   | 214,895 01                     | .....            | .....            |
| Leased by Long Island Railroad Co. ....  | 81,200 00                      | 40,000 00        | 50,000 00        |
| No report for 1891 filed. Last report showed .....   | .....                          | 80,475 00        | 600,000 00       |
| Operated by Fitchburg Railroad Co. ....  | 224,727 30                     | 60,000 00        | 160,000 00       |
| In 1890 the two companies consolidated and<br>reported as Lack. & So. W., as follows....                                 | 783,984 80                     | 728,600 00       | .....            |
| Table E.....   | 3,600,000 00                   | 2,800,000 00     | 800,000 00       |
| .....  | \$13,854,146 32                | \$4,406,525 00   | \$2,222,000 00   |
| .....  | 1,256,411,016 80               | 642,305,827 69   | 631,228,087 23   |
| as reported June 30, 1891 .....  | \$1,270,265,163 12             | \$646,712,352 69 | \$633,450,087 23 |

Total liabilities as shown on Table E ..... \$1,337,569,559<sup>96</sup>  
Add additional stock and debt as shown on above note ..... 6,628,525 00

Total amount of liabilities as reported June 30, 1891..... \$1,344,198,084 96

|       |                 |
|-------|-----------------|
| ..... | \$60,191,397 26 |
| ..... | \$52,965,775 94 |
| ..... | \$13,854,146 32 |
| ..... | 6,628,525 00    |
| ..... | 7,225,621 32    |
| ..... | \$60,191,397 26 |

TABLE E—  
ROADS IN OPERATION—  
Condensed Balance Sheet,

| NAME OF ROAD.                | ASSETS.                     |                             |                                    |                  |
|------------------------------|-----------------------------|-----------------------------|------------------------------------|------------------|
|                              | Cost of road and equipment. | Other permanent investm'ts. | Supplies, cash and current assets. | Total assets.    |
| Brooklyn .....               | \$26,163,994 04             | .....                       | \$182,129 30                       | \$26,346,123 34  |
| Kings County .....           | 10,016,258 08               | .....                       | 768,045 60                         | 10,784,303 68    |
| Manhattan .....              | 19,306,598 38               | \$26,397,677 42             | 8,435,236 98                       | 54,139,512 78    |
| Sea View .....               | 215,330 45                  | .....                       | 9,304 80                           | 224,635 25       |
| Suburban Rapid Transit ..... | 1,677,640 19                | 2,342,880 83                | 62,850 44                          | 4,083,371 46     |
| Fulton .....                 | 1,772,781 74                | .....                       | 161,433 26                         | 1,934,215 00     |
| Metropolitan .....           | 21,318,000 00               | 32,435 24                   | 49,141 07                          | 21,399,576 31    |
|                              | \$80,470,602 88             | \$28,772,993 49             | \$9,668,141 45                     | \$118,911,737 82 |

| SURFACE                                |                |              |             |                |
|--|----------------|--------------|-------------|----------------|
| Albany .....                           | \$1,287,853 04 | .....        | \$27,324 67 | \$1,315,177 71 |
| Amsterdam .....                        | 399,205 31     | .....        | 12,836 06   | 412,041 37     |
| Atlantic Avenue .....                  | 2,137,091 00   | \$143,375 00 | 132,959 41  | 2,413,425 41   |
| Auburn City .....                      | 241,168 15     | .....        | 22,476 37   | 263,644 52     |
| Babylon .....                          | 12,004 96      | .....        | 10,988 38   | 22,993 34      |
| Binghamton .....                       | 387,054 15     | .....        | 2,057 03    | 389,111 18     |
| Bleecker St. and Fulton Ferry .....    | 1,801,931 58   | .....        | .....       | 1,801,931 58   |
| Broadway (Brooklyn) .....              | 878,192 26     | .....        | 52,752 12   | 930,944 38     |
| Broadway and Seventh Ave. .....        | 4,300,000 00   | .....        | 52,500 00   | 4,352,500 00   |
| B'klyn, Bushw'k & Queens Co .....      | 375,771 92     | .....        | 4,574 04    | 380,345 96     |
| Brooklyn City .....                    | 9,514,616 26   | .....        | 377,340 97  | 9,891,957 17   |
| Brooklyn City and Newtown .....        | 2,247,448 36   | 9,139 68     | 51,142 47   | 2,307,730 51   |
| Buffalo .....                          | 9,063,858 07   | 483,000 00   | 184,776 43  | 9,681,634 50   |
| Canandaigua .....                      | 35,868 09      | .....        | 1,080 42    | 36,948 51      |
| Central Crostown .....                 | 840,000 00     | 1,000 00     | 19,474 67   | 860,474 67     |
| Central Park, North & E. Riv. .....    | 2,795,290 18   | 5,000 00     | 31,822 65   | 2,832,112 83   |
| Christopher and Tenth Street .....     | 766,211 32     | 66,700 00    | .....       | 832,911 32     |
| City of Poughkeepsie .....             | 106,911 11     | .....        | 1,979 42    | 108,890 53     |
| City Island .....                      | 40,286 74      | .....        | 225 00      | 40,511 74      |
| Coney Island and Brooklyn .....        | 1,163,840 15   | .....        | 20,194 57   | 1,184,034 72   |
| Cortland and Homer .....               | 43,596 38      | .....        | 3,753 27    | 47,349 65      |
| Court Street and East End .....        | 38,680 06      | .....        | 900 99      | 39,581 05      |
| Croostown (Buffalo) .....              | 339,751 10     | .....        | 67,824 45   | 401,575 55     |
| Deerfield and Utica .....              | 22,433 21      | .....        | .....       | 22,433 21      |
| Dry Dock, E. B'way & Battery .....     | 3,067,152 67   | 50,000 00    | 105,629 39  | 3,222,782 06   |
| Dunkirk and Fredonia .....             | 59,928 86      | .....        | 1,556 29    | 61,485 15      |
| Elmira Avenue .....                    | 1,819,474 31   | 6,100 00     | 122,093 26  | 1,947,667 57   |
| Elmira and Horseheads .....            | 832,831 44     | 25,738 00    | 5,459 01    | 864,028 45     |
| Flushing and College Point .....       | 161,985 19     | .....        | 14,826 46   | 176,811 65     |
| Forty-sec. St. & Gr'd St. Ferry .....  | 1,020,310 55   | 2,500 00     | 90,687 17   | 1,113,497 72   |
| Forty-sec. St., Man. & St. N. Av ..... | 5,267,774 72   | 1,500 00     | 23,595 97   | 5,292,870 69   |
| Frankfort and Illion .....             | 20,766 14      | .....        | 290 32      | 21,056 46      |
| Fulton and Oswego Falls .....          | 33,481 48      | .....        | .....       | 33,481 48      |
| Glen Falls, S. Hill & Ft. Edw. .....   | 95,627 00      | .....        | 1,793 02    | 97,420 02      |
| Harlem Bridge, Mor. & Fordh. .....     | 443,329 73     | 2,349 15     | 12,817 24   | 458,496 12     |
| Herkimer and Mohawk .....              | 17,000 00      | .....        | 2,667 59    | 19,667 59      |
| Houston, West St. & Pav. Fer. .....    | 1,583,471 67   | 31,000 00    | 761,995 61  | 2,376,467 28   |
| Hudson Electric .....                  | 91,279 02      | .....        | 3,336 40    | 94,615 42      |
| Huntington .....                       | 55,465 90      | .....        | 436 67      | 55,902 57      |
| Ithaca .....                           | 45,000 00      | .....        | .....       | 45,000 00      |
| Jamaica and Brooklyn .....             | 594,391 00     | .....        | 15,967 68   | 610,358 68     |

# CONDENSED BALANCE SHEETS OF ELEVATED AND STREET ROADS. 51

(Continued).

## ELEVATED STEAM.

June 30, 1891.

| LIABILITIES.    |                 |                    |                    | PROFIT AND LOSS. |             |
|-----------------|-----------------|--------------------|--------------------|------------------|-------------|
| Capital stock.  | Funded debt.    | Other liabilities. | Total liabilities. | Surplus.         | Deficiency. |
| \$13,283,600 00 | \$12,625,000 00 | \$279,649 99       | \$26,188,249 99    | \$157,873 35     | .....       |
| 3,250,000 00    | 7,176,550 00    | 326,780 70         | 10,753,310 70      | 30,992 96        | .....       |
| 29,891,980 00   | 18,809,820 00   | 2,761,867 14       | 51,463,667 14      | 2,675,845 64     | .....       |
| 190,782 54      | 27,500 00       | 874 67             | 219,127 11         | 5,508 14         | .....       |
| 4,000,000 00    | .....           | 12,036 20          | 4,012,036 20       | 71,336 26        | .....       |
| 300,800 00      | 1,621,000 00    | 13,216 00          | 1,934,216 00       | .....            | .....       |
| 6,500,000 00    | 14,818,000 00   | 11,165 90          | 21,329,165 90      | 70,420 41        | .....       |
| \$37,416,332 54 | \$65,077,870 00 | \$3,406,658 80     | \$115,899,761 04   | \$3,011,976 78   | .....       |

## STREET.

|              |              |              |                |            |             |
|--------------|--------------|--------------|----------------|------------|-------------|
| \$750,000 00 | \$600,000 00 | \$81,910 07  | \$1,391,910 07 | .....      | \$16,732 86 |
| 250,000 00   | 150,000 00   | 11,296 68    | 411,296 68     | \$745 69   | .....       |
| 1,000,000 00 | 965,500 00   | 285,908 56   | 2,251,405 56   | 162,019 85 | .....       |
| 50,000 00    | 200,000 00   | 11,351 17    | 261,351 17     | 2,293 36   | .....       |
| 5,600 00     | .....        | 11,880 69    | 17,480 69      | 5,512 65   | .....       |
| 139,743 75   | 182,000 00   | 55,470 82    | 377,214 57     | 11,896 61  | .....       |
| 900,000 00   | 700,000 00   | .....        | 1,600,000 00   | 201,931 58 | .....       |
| 525,000 00   | 350,900 00   | 24,108 75    | 899,108 75     | 31,835 63  | .....       |
| 2,100,000 00 | 2,200,000 00 | 52,500 00    | 4,352,500 00   | .....      | 100,148 86  |
| 100,000 00   | 250,000 00   | 130,494 82   | 480,494 82     | .....      | .....       |
| 6,000,000 00 | 2,289,000 00 | 1,039,162 50 | 9,328,162 50   | 563,794 67 | .....       |
| 1,000,000 00 | 1,205,825 13 | 72,405 68    | 2,278,230 86   | 29,499 65  | .....       |
| 4,995,000 00 | 4,067,000 00 | 426,787 42   | 9,478,787 42   | 202,847 08 | .....       |
| 15,764 24    | 20,000 00    | 2,800 80     | 38,564 24      | .....      | 1,549 73    |
| 600,000 00   | 250,000 00   | .....        | 850,000 00     | 10,474 67  | .....       |
| 1,800,000 00 | 1,200,000 00 | 210 93       | 3,000,210 93   | .....      | 168,098 10  |
| 650,000 00   | 210,000 00   | .....        | 860,000 00     | .....      | 27,068 68   |
| .....        | 79,762 54    | 12,000 00    | 91,762 54      | 17,127 99  | .....       |
| 12,500 00    | 27,873 17    | 36 74        | 40,409 91      | 101 83     | .....       |
| 500,000 00   | 570,000 00   | 51,648 77    | 1,121,648 77   | 62,385 95  | .....       |
| 40,000 00    | .....        | 2,247 51     | 42,247 51      | 5,102 14   | .....       |
| 35,000 00    | .....        | 3,494 51     | 38,494 51      | 1,066 54   | .....       |
| 5,000 00     | 350,000 00   | 45,750 65    | 400,750 65     | 824 90     | .....       |
| 12,000 00    | .....        | 10,071 47    | 22,071 47      | 361 74     | .....       |
| 1,200,000 00 | 1,940,000 00 | 32,400 00    | 3,172,400 00   | 50,382 06  | .....       |
| 57,000 00    | .....        | 2,985 50     | 59,985 50      | 1,549 65   | .....       |
| 1,000,000 00 | 1,000,000 00 | 25,000 00    | 2,025,000 00   | .....      | 77,392 43   |
| 338,000 00   | 400,000 00   | 50,035 91    | 848,035 91     | 15,992 54  | .....       |
| 54,220 00    | 44,500 00    | 77,423 77    | 176,143 77     | 667 88     | .....       |
| 748,000 00   | 236,000 00   | 68,291 28    | 1,052,291 28   | 61,206 44  | .....       |
| 2,500,000 00 | 2,725,000 00 | 168,883 07   | 5,393,883 07   | .....      | 101,012 38  |
| 14,275 00    | .....        | .....        | 14,275 00      | 6,781 46   | .....       |
| 15,000 00    | 15,000 00    | 12,164 39    | 42,164 39      | .....      | 8,683 41    |
| 70,000 00    | 24,000 00    | 3,129 61     | 97,129 61      | 290 41     | .....       |
| 350,000 00   | 76,000 00    | 24,600 00    | 450,600 00     | 7,896 12   | .....       |
| 17,000 00    | .....        | .....        | 17,000 00      | 2,667 59   | .....       |
| 1,050,000 00 | 500,000 00   | 588,487 34   | 2,135,487 34   | 240,979 94 | .....       |
| 50,000 00    | 40,000 00    | 858 68       | 90,858 68      | 3,756 74   | .....       |
| 30,000 00    | 25,000 00    | 589 00       | 55,589 00      | 313 57     | .....       |
| 25,000 00    | 20,000 00    | 1,435 83     | 46,435 83      | .....      | 1,435 83    |
| 97,480 00    | 410,000 00   | 10,375 00    | 617,855 00     | .....      | 7,496 82    |

TABLE E—  
ROADS IN OPERATION—  
Condensed Balance Sheet,

| NAME OF ROAD.                     | ASSETS.                    |                              |                                    |                 |
|-----------------------------------|----------------------------|------------------------------|------------------------------------|-----------------|
|                                   | Cost of road and equipment | Other permanent investments. | Supplies, cash and current assets. | Total assets.   |
| Jamestown.....                    | \$51,652 52                | \$149 54                     | \$226,792 06                       | \$278,594 10    |
| Jerome Park.....                  | 130,369 79                 | .....                        | .....                              | 130,369 79      |
| Johnst'n. Glov'le & K'gsboro      | 50,153 99                  | .....                        | 960 86                             | 51,114 85       |
| Kingston City.....                | 89,171 92                  | .....                        | 8,192 43                           | 97,364 35       |
| Lansingburgh and Cohoes...        | 15,000 00                  | .....                        | .....                              | 15,000 00       |
| Larchmont.....                    | 25,500 00                  | .....                        | 734 80                             | 25,734 80       |
| Lockport.....                     | 40,798 83                  | .....                        | 624 17                             | 41,423 00       |
| Long Island City & Newtown        | 180,982 60                 | .....                        | 172,438 60                         | 353,421 20      |
| Mohawk and Lion.....              | 17,800 00                  | .....                        | 1,616 55                           | 19,416 55       |
| Newburgh.....                     | 168,552 08                 | .....                        | 1,734 01                           | 167,286 09      |
| Niag. Falls & Susp'n Bridge..     | 48,165 72                  | .....                        | 554 37                             | 48,720 09       |
| Ninth Avenue.....                 | 341,377 80                 | 700 00                       | 14,951 31                          | 357,029 11      |
| North and East Greenbush...       | 82,973 60                  | 250 00                       | .....                              | 83,223 60       |
| Ogdensburg.....                   | 28,685 36                  | .....                        | 133 36                             | 28,818 72       |
| Oslean.....                       | 15,920 55                  | .....                        | 3,592 75                           | 19,513 30       |
| Oneida.....                       | 17,053 85                  | .....                        | 49 04                              | 17,102 89       |
| Oneida Street (Utica).....        | 40,000 00                  | .....                        | 653 85                             | 40,653 85       |
| Oneonta.....                      | 20,318 46                  | .....                        | 529 98                             | 20,848 44       |
| Oswego.....                       | 26,042 34                  | .....                        | 547 09                             | 26,589 43       |
| Pelham Park.....                  | 52,438 82                  | 40,126 17                    | 3,075 79                           | 95,640 78       |
| People's (Syracuse).....          | 1,765,360 68               | .....                        | 6,199 21                           | 1,771,559 89    |
| Pros. P'k & Con. Isl. (City Div.) | 96,561 74                  | .....                        | 7,629 77                           | 104,191 55      |
| Prospect Park and Flatbush        | 76,006 19                  | .....                        | 5 34                               | 76,011 53       |
| Rochester.....                    | 8,307,100 59               | 171,000 00                   | 91,590 46                          | 8,569,691 05    |
| Rochester Electric.....           | 203,491 09                 | 10,062 50                    | 1,532 31                           | 215,085 90      |
| Rockaway Village.....             | 50,538 37                  | .....                        | 100 00                             | 50,638 37       |
| Rome City.....                    | 176,689 33                 | .....                        | 557 67                             | 177,247 00      |
| Saratoga Electric.....            | 98,629 52                  | .....                        | 1,069 90                           | 99,699 42       |
| Schenectady.....                  | 59,949 61                  | 850 00                       | 1,512 88                           | 62,312 49       |
| Sea Cliff and Inclined Cable      | 11,979 56                  | .....                        | 6 37                               | 11,985 93       |
| Second Avenue.....                | 3,706,702 87               | .....                        | 22,941 66                          | 3,723,644 53    |
| Sixth Avenue.....                 | 2,043,133 28               | 6,000 00                     | 155,788 39                         | 2,204,921 67    |
| South Brooklyn Central.....       | 418,603 36                 | .....                        | 5,736 24                           | 424,239 60      |
| Steinway and Hunter's Point       | 656,399 43                 | .....                        | 6,991 71                           | 663,391 14      |
| Stillwater and Mechanville        | 29,756 96                  | .....                        | 354 27                             | 30,111 23       |
| Syracuse Consolidated.....        | 2,473,953 65               | .....                        | 25,343 11                          | 2,499,296 76    |
| Syr. Eastw'd H'ghts & DeWitt      | 29,742 05                  | .....                        | 1,565 04                           | 31,307 09       |
| Third Avenue.....                 | 5,787,006 50               | 730,325 84                   | 715,385 80                         | 7,182,688 24    |
| Troy and Albion.....              | 100,871 25                 | .....                        | 11,544 48                          | 112,415 73      |
| Troy and Cohoes.....              | 50,000 00                  | .....                        | .....                              | 50,000 00       |
| Troy and Lansingburgh.....        | 978,154 87                 | 5,906 67                     | 133,076 44                         | 1,117,137 98    |
| Twenty-third Street.....          | 1,057,865 46               | 12,623 00                    | 114,172 78                         | 1,184,661 24    |
| Utica and Mohawk.....             | 108,982 00                 | 29,338 59                    | 142 67                             | 133,463 26      |
| Utica Belt Line.....              | 745,532 26                 | 130,500 00                   | 15,391 54                          | 891,423 80      |
| Van Brunt St. & Erie Basin..      | 117,370 73                 | .....                        | 1,485 66                           | 118,856 39      |
| Watertown.....                    | 69,481 90                  | .....                        | 531 27                             | 70,013 17       |
| Waterford and Cohoes.....         | 24,481 20                  | .....                        | 598 06                             | 25,079 26       |
| Watervliet Turnpike & R. R.       | 627,632 41                 | 101,155 00                   | 11,943 11                          | 740,730 52      |
| West Side (Buffalo).....          | 102,838 67                 | .....                        | 3,020 78                           | 105,859 45      |
| West Side (Binghamton)....        | 25,000 00                  | .....                        | .....                              | 25,000 00       |
|                                   | \$85,320,026 92            | \$2,066,389 14               | \$3,965,449 31                     | \$91,351,865 37 |



(Concluded).

SURFACE STREET.

June 30, 1891.

| LIABILITIES.   |                 |                    |                    | PROFIT AND LOSS. |                |
|----------------|-----------------|--------------------|--------------------|------------------|----------------|
| Capital stock. | Funded debt.    | Other liabilities. | Total liabilities. | Surplus.         | Deficiency.    |
| \$250,000 00   | \$25,000 00     | \$1,844 73         | \$276,844 73       | \$1,749 39       | .....          |
| 4,000 00       | 100,000 00      | .....              | 104,000 00         | 26,389 79        | .....          |
| 50,000 00      | 1,000 00        | .....              | 51,000 00          | 114 85           | .....          |
| 50,000 00      | 31,000 00       | 2,312 54           | 83,312 54          | 14,061 81        | .....          |
| 15,000 00      | .....           | .....              | 15,000 00          | .....            | .....          |
| 25,000 00      | .....           | .....              | 25,000 00          | 734 80           | .....          |
| 22,251 21      | 25,000 00       | 18,213 63          | 65,464 84          | .....            | \$24,041 84    |
| 150,000 00     | 200,000 00      | 8,187 09           | 358,187 09         | .....            | 4,765 80       |
| 15,000 00      | .....           | .....              | 15,000 00          | 4,416 55         | .....          |
| 40,000 00      | 150,000 00      | 5,270 66           | 195,270 66         | .....            | 27,964 57      |
| 44,000 00      | .....           | .....              | 44,000 00          | 4,720 09         | .....          |
| 761,800 00     | .....           | .....              | 761,800 00         | .....            | 404,770 80     |
| 50,000 00      | 29,000 00       | 14,608 16          | 93,608 16          | .....            | 10,384 56      |
| 28,500 00      | .....           | .....              | 28,500 00          | 318 72           | .....          |
| 10,000 00      | .....           | 512 83             | 10,512 83          | 9,000 47         | .....          |
| 13,500 00      | 2,125 00        | .....              | 15,625 00          | 1,477 89         | .....          |
| 40,000 00      | .....           | .....              | 40,000 00          | 653 85           | .....          |
| 20,000 00      | .....           | 9,792 54           | 29,792 54          | .....            | 8,944 10       |
| 20,000 00      | 7,500 00        | 2,090 48           | 29,590 48          | .....            | 3,001 06       |
| 50,000 00      | 38,000 00       | 5,368 00           | 93,368 00          | 2,272 78         | .....          |
| 1,000,000 00   | 736,000 00      | 18,021 04          | 1,754,021 04       | 17,538 85        | .....          |
| .....          | 66,704 92       | 113,812 55         | 180,517 47         | .....            | 76,325 92      |
| 50,000 00      | 20,000 00       | 12,559 00          | 82,559 00          | .....            | 6,547 47       |
| 5,000,000 00   | 3,175,000 00    | 265,368 38         | 8,430,368 38       | 139,325 67       | .....          |
| 200,000 00     | .....           | 876 40             | 200,876 40         | 14,209 50        | .....          |
| 25,000 00      | 25,000 00       | 5,802 97           | 55,802 97          | .....            | 5,144 00       |
| 50,000 00      | 125,000 00      | 40,000 31          | 170,000 31         | .....            | 37,753 31      |
| 50,000 00      | 50,000 00       | 4,313 28           | 104,313 28         | .....            | 4,618 86       |
| 25,000 00      | 30,000 00       | 19,321 56          | 74,321 56          | .....            | 12,009 07      |
| 9,480 00       | 2,000 00        | 424 51             | 11,904 51          | 81 42            | .....          |
| 1,861,000 00   | 1,810,000 00    | 25,880 44          | 3,697,880 44       | 25,764 09        | .....          |
| 1,500,000 00   | 500,000 00      | 82,404 13          | 2,082,404 13       | 142,517 54       | .....          |
| 125,000 00     | 278,500 00      | 20,647 14          | 424,147 14         | 92 46            | .....          |
| 250,000 00     | 450,000 00      | 83,502 35          | 783,502 35         | .....            | 220,111 21     |
| 10,712 50      | 17,500 00       | 1,405 21           | 29,617 71          | 498 52           | .....          |
| 1,250,000 00   | 1,248,400 00    | .....              | 2,498,400 00       | 896 76           | .....          |
| 7,400 00       | .....           | 23,707 09          | 31,307 09          | .....            | .....          |
| 2,000,000 00   | 5,000,000 00    | 149,031 75         | 7,149,031 75       | 33,666 49        | .....          |
| 44,700 00      | 34,000 00       | 17,592 73          | 96,092 73          | 16,323 00        | .....          |
| 50,000 00      | .....           | .....              | 50,000 00          | .....            | .....          |
| 600,000 00     | 900,155 00      | 19,182 35          | 918,337 35         | 198,800 63       | .....          |
| 500,000 00     | 400,000 00      | 126,549 21         | 1,126,549 21       | 57,612 08        | .....          |
| 50,000 00      | 60,900 00       | 22,280 10          | 133,180 10         | 283 16           | .....          |
| 150,000 00     | 700,000 00      | 89,042 15          | 939,042 15         | .....            | 47,618 35      |
| 75,000 00      | 25,000 00       | 1,500 00           | 101,500 00         | 17,366 29        | .....          |
| 0,000 00       | .....           | 17,135 14          | 57,135 14          | 12,878 03        | .....          |
| 5,000 00       | .....           | .....              | 25,000 00          | 79 26            | .....          |
| 40,800 00      | 500,000 00      | 17,590 37          | 757,590 37         | .....            | 16,869 85      |
| 00,000 00      | .....           | 1,579 52           | 101,579 52         | 4,279 93         | .....          |
| 25,000 00      | .....           | .....              | 25,000 00          | .....            | .....          |
| 335,066 70     | \$59,375,245 81 | \$4,611,670 96     | \$60,321,983 47    | \$2,450,396 54   | \$1,420,514 64 |
|                |                 |                    | Net surplus....    | 1,420,514 64     |                |
|                |                 |                    |                    | \$1,029,881 90   |                |

## TABLE

## ROADS NOT IN OPERATION—

*Statement of Location, Capital Stock, Funded and Floating Debt,*

## NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

|   |  |
|---|--|
| Batavia, Albion and Lake Ontario Ry., from Batavia, Genesee county, to Oak Orchard Harbor, Orleans county.....  | President, Frank H. Goodyear; General Office, Buffalo, N. Y.                     |
| Brooklyn and Queens County R. R., from Fulton Ferry, Brooklyn, to New York and Rockaway Beach R. R., Jamaica.....   | President, Siegmund T. Meyer; General Office, 44 Broadway, New York city.        |
| Brooklyn Underground R. R., from Fulton Ferry, Brooklyn, to Flatbush.....   | President, Henry Mumford, 390 Fulton street, Brooklyn, N. Y.                     |
| Buffalo, Thousand Islands and Portland R. R., from Suspension Bridge to Buffalo.....  | President, Charles Parsons, Jr., 96 Broadway, New York city.                     |
| Canton and St. Lawrence River R. R. and Bridge Co., from Canton, St. Lawrence county, to boundary line between United States and Canada.....                            | President, William S. Carman, 1678 Washington avenue, New York city.             |
| Central Tunnel Ry., from City Hall to Grand Central depot, Forty-second street, New York city.....  | President, C. V. Sidell; General Office, 47-49 Liberty street, New York city.    |
| Coudersport, Hornellsville and Lackawanna R. R., from northerly terminal Coudersport, Hornellsville and Lackawanna R. R. of Pennsylvania to Lake Ontario Southern R. R. | President, Benton McConnell, Hornellsville, N. Y.                                |
| Croton Valley Ry. Co., from Croton Point, N. Y., to State Line between New York and Connecticut, near Ridgefield, Conn.....   | President, Cecil Campbell Higgins, 48 Wall street, New York city.                |
| Delhi and Hudson River R. R., from Delhi to Arkville, Delaware county.....  | Secretary, Samuel G. Dimmick; General Office, Rondout, N. Y.                     |
| East River Ry., from East River, Brooklyn, to East River, New York.....   | President, Benjamin S. Herring, 35 Wall street, New York city.                   |
| East River and Connecticut Ry., from Harlem river to Port Chester, with branches.....   | Secretary, William F. Van Pelt, 19 William street, New York city.                |
| East Side and Mount Vernon Ry., from Mount Vernon to Fordham, N. Y.....   | Secretary and Treasurer, A. E. Filley, 29 Broadway, New York city.               |
| Erie and Central New York Ry., from Cortland to Norwich.....  | President, Wayland D. Tisdale, Cortland, N. Y.                                   |
| Erie and Niagara River R. R., from Erie International Ry. to North Tonawanda.....   | Secretary, A. R. Macdonough; General Office, 21 Cortlandt street, New York city. |
| Gouverneur and Adirondack Ry.....   | President, F. B. Roblin; General Office, Syracuse, N. Y.                         |
| Gouverneur and Edwards R. R., from Gouverneur to Edwards, St. Lawrence county.....  | President, John Sheldon; General Office, Watertown.                              |
| Hornellsville and West Union R. R., from Hornellsville to West Union, N. Y.....   | President, Benton McConnell, Hornellsville, N. Y.                                |
| Hudson, Suspension Bridge and New England Ry., from State line of New Jersey to State line of Connecticut.....  | President, Edward W. Serrell; General Office, 136 Liberty street, New York city. |
| Hudson Tunnel Ry.....   | Secretary and Treasurer, William McMichael, 15 Broad street, New York city.      |
| Jamestown and Northeastern R. R., from Jamestown to Falconer, N. Y.....   | President, Frank E. Shaw, Dunkirk, N. Y.   |
| Lake Mahopac and Connecticut Ry., from Hopewell's Junction to Golden's Bridge.....  | President, M. J. Drummond, 192 Broadway, New York city.                          |
| Little Falls, Van Hornesville and Otsego Lake Narrow Gauge R. R., from Little Falls to Otsego Lake.....   | President, D. S. Tilyou; General Office, Van Hornesville, N. Y.                  |
| Metropolitan Transit Company, from South Ferry through streets and avenues in New York to High Bridge.....  | Secretary and Treasurer, Andrew J. Dwinelle, 38 Park Row, New York city.         |
| New York, Boston, Albany and Schenectady R. R., from New York city to Schenectady, N. Y.....  | Secretary and Treasurer, W. S. Carman, 1678 Washington avenue, New York city.    |
| New York, Brooklyn and Sea Shore R. R., from East New York to Far Rockaway.....   | President, William Strauss, 20 Nassau street, New York city.                     |
| New York Canadian Pacific Ry., formed by merger of New York and Albany R. R., New York Northern R. R. and Schenectady R. R. from New York city to Ogdensburg.....       | President, Joseph H. Ramsey, 71 State street, Albany, N. Y.                      |
| New York, Connecticut and Eastern R. R., from State line of Connecticut, near Port Chester, to Fifty-ninth street, New York city.....                                   | Secretary, Thomas N. Browne, General offices at 15 Broad street, New York city.  |
| New York and New Jersey Terminal R. R., from New York to Jersey City.....   | Vice-President, Thomas Sturgis; 45 Broadway, New York city.                      |

F.

## SURFACE STEAM.

*Cost of Road and Equipment, Miles Projected and Miles Built.*

| Capital stock. | Funded debt.   | Unfunded debt. | Cost of road and equipment. | Miles of road projected. | Miles of road built. |
|----------------|----------------|----------------|-----------------------------|--------------------------|----------------------|
| .....          | .....          | .....          | .....                       | 30.00                    | .....                |
| \$1,000 00     | .....          | .....          | \$289 65                    | 9.00                     | .....                |
| 3,600 00       | .....          | .....          | 1,881 43                    | 3.64                     | .....                |
| 500,000 00     | .....          | .....          | 497,458 31                  | 36.00                    | .....                |
| 108,000 00     | .....          | \$1,240 00     | 109,288 12                  | .....                    | .....                |
| 10,000 00      | .....          | 65 36          | 10,064 62                   | 3.00                     | .....                |
| 1,400 00       | .....          | .....          | 1,956 72                    | 14.00                    | .....                |
| 23,200 00      | .....          | 7,432 62       | 22,516 54                   | 26.00                    | .....                |
| 475,000 00     | .....          | .....          | .....                       | 30.00                    | .....                |
| 1,000 00       | .....          | .....          | .....                       | .60                      | .....                |
| 408,250 00     | .....          | 4,401 08       | 67,074 22                   | 32.00                    | .....                |
| 4,334 00       | .....          | .....          | 4,303 15                    | 5.42                     | .....                |
| 267,500 00     | .....          | 4,765 00       | 272,265 00                  | 50.00                    | .....                |
| 14,600 00      | .....          | .....          | .....                       | 8.00                     | .....                |
| 1,500 00       | .....          | 216 50         | 1,716 50                    | 13.70                    | .....                |
| 1,400 00       | .....          | 3,800 00       | 5,200 00                    | 14.00                    | .....                |
| 160,000 00     | .....          | .....          | .....                       | 16.00                    | .....                |
| 332,500 00     | \$1,307,663 15 | 122,529 16     | 2,262,692 31                | 56.00                    | .....                |
| 2,080,200 00   | 2,662,000 00   | .....          | 1,210,000 00                | .....                    | .....                |
| 5,000 00       | .....          | 789 35         | 5,789 35                    | 5.00                     | .....                |
| 3,000 00       | .....          | .....          | .....                       | 30.00                    | .....                |
| 2,300 00       | .....          | .....          | .....                       | 14.30                    | .....                |
| .....          | .....          | .....          | .....                       | 11.00                    | .....                |
| 7,100 00       | 264,000 00     | 92,200 00      | 1,033,300 00                | 127.00                   | .....                |
| ,000 00        | 18,500 00      | 41,730 00      | 104,100 00                  | 13.00                    | .....                |
| ,300 00        | .....          | 109,576 77     | 1,378,876 77                | 250.00                   | .....                |
| ,300 00        | .....          | 44,082 12      | 68,840 54                   | 25.30                    | .....                |
| ,000 00        | .....          | .....          | .....                       | 2                        | .....                |

## TABLE F—

## ROADS NOT IN OPERATION—

*Statement of Location, Capital Stock, Funded and Floating Debt,*

## NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

|   |       |
|---|-------|
| New York and New Jersey Tunnel R. R., from City Hall, New York, to Communipaw, Jersey City, N. J.   | ..... |
| Treasurer, Ogden P. Pell; 43 Liberty street, New York city.   | ..... |
| New York and Boston Inland R. R., from Yonkers to Rye   | ..... |
| Secretary, E. D. Hewins; General Office, 8 Congress street, Boston, Mass.   | ..... |
| Niagara River and Erie R. R., from Erie and Black Rock R. R. to Tonawanda   | ..... |
| Secretary, A. R. Macdonough; P. O. Box 839 New York city.   | ..... |
| Oatka Valley R. R., from Le Roy, Genesee county, to Gainesville, Wyoming county   | ..... |
| Vice-President, William Bristol; General Office, Warsaw, N. Y.  | ..... |
| Oneida, Oneonta and New York Ry., from Oneida to Oneonta, N. Y.   | ..... |
| President, J. W. Warner; Oneida, N. Y.  | ..... |
| Oneonta and Earlville R. R., from Laurens to Earlville  | ..... |
| Treasurer, Rufus P. Luce; General Office, Hartwick, Otsego county, N. Y.  | ..... |
| Oneonta and Richfield Springs R. R., from Richfield Springs to Oneonta  | ..... |
| Treasurer, Rufus P. Luce; General Office, Hartwick, Otsego county, N. Y.  | ..... |
| Otis Elevating Ry. Co., from Mountain House Station, Catskill Mountain Ry., to North Lake, Greene county  | ..... |
| President, Charles L. Rickerson; General Office, 54 Harrison street, New York city.   | ..... |
| Port Chester and Tarrytown R. R., from Port Chester to Tarrytown  | ..... |
| Director, W. J. Tingle; Port Chester, N. Y.   | ..... |
| Poughkeepsie and Hudson Ry., from Poughkeepsie to Hudson  | ..... |
| Treasurer, C. T. Moffett, Syracuse, N. Y.   | ..... |
| Rochester and Honeoye Valley R. R., from Rochester to Honeoye Falls   | ..... |
| Treasurer, Henry D. McNaughton, Rochester, N. Y.  | ..... |
| Rockland Lake R. R., from Congress Station, West Shore R. R., to Rockland Lake  | ..... |
| Secretary, L. O. Reeve, 432 Canal street, New York city.  | ..... |
| South Brooklyn R. R. and Terminal Co., from New York bay, near Thirty-eighth street, Brooklyn, to corner of Church and Flatbush avenues, in village of Flatbush | ..... |
| Secretary, Francis H. Bergen; General Office, Pier 2, New York city.  | ..... |
| South Carlo and East Durham R. R., from South Carlo to East Durham  | ..... |
| Secretary, J. Freelon Gaylord; General Office, Catskill, N. Y.  | ..... |
| Terminal Underground R. R., from City Hall Park, New York city, to Grand Central Depot, Forty-second street   | ..... |
| President, C. V. Sidell; General Office, 35 Wall street, New York city.   | ..... |
| Tilly Foster Mine R. R., from Tilly Foster Mines, at Tilly Foster, to Brewster's, N. Y.   | ..... |
| Secretary, H. V. Vultee; General Office, 52 Wall street, New York city.   | ..... |
| Unadilla Valley Ry., from Bridgewater to New Berlin   | ..... |
| President, George H. Scott; General Office, 80 Broadway, New York city.   | ..... |
| Washington County R. R., from Greenwich to State Line, near Granville   | ..... |
| Secretary, William G. Ladd; 136 Liberty street, New York city.  | ..... |
| Westchester Ry. Co., from Harlem river, New York, to Danbury, Conn., with branches  | ..... |
| Secretary and Treasurer, William F. Van Pelt; General Office, 19 William street, New York city.   | ..... |

## ELEVATED

|  |       |
|--|-------|
| Atlantic Avenue Elevated Railway, over, under and across certain streets, avenues, etc., in Brooklyn and in Kings county                           | ..... |
| President, Austin Corbin, 192 Broadway, New York city.   | ..... |
| Long Island Elevated Railway, from South Ferry, Brooklyn, to city line, via Atlantic avenue  | ..... |
| President, Austin Corbin, 192 Broadway, New York city.   | ..... |
| Sea Side and Brooklyn Bridge Elevated Railroad, over, under and across certain streets, avenues, etc., in the city of Brooklyn and in Kings county | ..... |
| President, Simon Uhlmann, 31 Sands street, Brooklyn, N. Y.   | ..... |

(Continued).

## SURFACE STEAM.

*Cost of Road and Equipment, Miles Projected and Miles Built.*

| Capital stock. | Funded debt.   | Unfunded debt. | Cost of road and equipment. | Miles of road projected. | Miles of road built. |
|----------------|----------------|----------------|-----------------------------|--------------------------|----------------------|
| \$4,075 00     | .....          | .....          | \$4,075 00                  | 2                        | .....                |
| 2,000 00       | .....          | .....          | 2,000 00                    | 12.24                    | .....                |
| 12,700 00      | .....          | .....          | .....                       | 8                        | .....                |
| .....          | .....          | .....          | 966 59                      | 25                       | .....                |
| 14,484 00      | .....          | .....          | 14,451 75                   | 65                       | .....                |
| 4,200 00       | .....          | .....          | 4,200 00                    | 42                       | .....                |
| 3,200 00       | .....          | .....          | 3,200 00                    | 32                       | .....                |
| 2,500 00       | .....          | .....          | 1,741 45                    | 2                        | .....                |
| 2,000 00       | .....          | .....          | .....                       | 14                       | .....                |
| 4,100 00       | .....          | .....          | 4,100 00                    | 41                       | .....                |
| 170,000 00     | .....          | .....          | 351,220 82                  | 15                       | .....                |
| .....          | .....          | .....          | .....                       | 2                        | .....                |
| 500,000 00     | \$1,200,000 00 | \$299,380 55   | 1,817,397 82                | 4                        | .....                |
| 6,120 00       | .....          | 64 81          | 6,121 56                    | 10                       | .....                |
| 1,750 00       | .....          | 4,570 79       | 6,320 79                    | 6                        | .....                |
| 1,200 00       | .....          | .....          | 1,070 14                    | 2                        | .....                |
| 2,070 00       | .....          | 1,000 00       | 400 00                      | 19.14                    | .....                |
| .....          | .....          | 6,273 74       | .....                       | 36                       | .....                |
| 906,240 00     | .....          | 10,849 46      | 917,089 46                  | 60                       | .....                |
| \$9,533,733 00 | \$5,452,163 15 | \$754,967 81   | \$10,191,913 61             | 1,222.34                 | .....                |

## STEAM.

|              |       |       |             |       |       |
|--------------|-------|-------|-------------|-------|-------|
| \$50,000 00  | ..... | ..... | \$17,806 63 | ..... | ..... |
| 50,000 00    | ..... | ..... | 15,175 22   | ..... | ..... |
| 50,000 00    | ..... | ..... | .....       | ..... | ..... |
| \$150,000 00 | ..... | ..... | \$32,981 85 | ..... | ..... |



TABLE F—  
ROADS NOT IN OPERATION—  
*Statement of Location, Capital Stock, Funded and Floating Debt,*

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NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

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|  |  |
|--|--|
| Coney Island Surface Railway, certain streets and avenues in town of Gravesend .....   | President, F. H. Lowerre; General office, 45 William street, New York city.                                    |
| Elmira Transfer Railway, from corner State and Water streets to State and Fifth streets, Elmira .....  | President, A. A. McLeod; General office, Elmira, N. Y.   |
| Fifth Avenue Railway, from South Fifth avenue and Canal street, New York, to Central Park, at Fifty-ninth street, via Fifth avenue .....                     | President, Thomas B. Musgrave; General office, 535 Fifth avenue, New York city.                                |
| Fiftieth street, Astoria Ferry and Central Park Railroad .....   | Secretary and Treasurer, Fred'k A. Bartlett, Temple Court (5 Beekman street), New York city.                   |
| Fulton, Wall Street and Cortlandt Street Ferries Railroad, certain streets in New York city .....  | Secretary, DeWitt J. Appgar; General office, 45 William street, New York city.                                 |
| Madison Avenue and Eighty-sixth Street Railway, from Madison avenue and Eighty-fifth street to Hudson River, via Eighty-fifth and Eighty-sixth streets ..... | Treasurer, E. V. W. Roesiter; General office, Grand Central Depot, New York city.                              |
| North and East River Railway, certain streets in New York city .....   | President, O. W. Child; General office, 115 Broadway, New York city.   |
| Sackett Street Railroad, from Hamilton Ferry, Brooklyn, to Ninth avenue, via Sackett street, with branches .....   | Secretary, Thomas E. Stewart; General office, southwestern corner Broadway and Fortieth street, New York city. |
| Staten Island Sea Beach Railroad, running over the Sea Side boulevard, Staten Island.  | President, Adolph L. King; General office, Rosebank, Richmond county, N. Y.                                    |
| Thirty-fourth Street Railroad, foot of West Thirty-fourth street to ferry at foot of East Thirty-fourth street, New York city .....                          | Secretary, De Witt J. Appgar; General office, 45 William street, New York city.                                |
| Thirty-fourth Street Ferry and Eleventh Avenue Railroad, certain streets in New York city .....  | President, D. D. Conover; General office, 45 William street, New York city.                                    |
| Twenty-eight and Twenty-ninth Streets Railroad, from North river terminus to East river terminus, New York city .....  | Secretary, DeWitt J. Appgar; General office, 45 William street, New York city.                                 |

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(Concluded).

## SURFACE STREET.

*Cost of Road and Equipment, Miles Projected and Miles Built.*

| Capital stock. | Funded debt. | Unfunded debt. | Cost of road and equipment. | Miles of road projected. | Miles of road built. |
|----------------|--------------|----------------|-----------------------------|--------------------------|----------------------|
| .....          | .....        | .....          | .....                       | .....                    | .....                |
| .....          | .....        | \$896 78       | \$896 78                    | .64                      | .....                |
| \$15,000 00    | .....        | .....          | 15,000 00                   | 3.50                     | .....                |
| 5,045 00       | .....        | .....          | 4,894 50                    | 7.75                     | .....                |
| 700 00         | .....        | .....          | .....                       | 2                        | .....                |
| 2,000 00       | .....        | 2,155 93       | 4,155 93                    | 1.75                     | .....                |
| 300,000 00     | \$250,000 00 | 30,000 00      | 550,000 00                  | 2.50                     | 2.50                 |
| 2,500 00       | 7,000 00     | .....          | .....                       | .....                    | .....                |
| 300 00         | .....        | .....          | .....                       | 3                        | .....                |
| 100,000 00     | 600,000 00   | .....          | 699,100 00                  | 5                        | .....                |
| 700 00         | .....        | .....          | .....                       | .....                    | .....                |
| 700 00         | .....        | .....          | .....                       | 5                        | .....                |
| \$426,945 00   | \$857,000 00 | \$33,152 71    | \$1,253,255 93              | 31.14                    | 2.50                 |

**TABLE G.**  
**ABSTRACT OF REPORTS OF RAILROAD COMPANIES.**

**ROADS IN OPERATION.**

*Comparative Statement for years ending June 30, 1890 and 1891.*

**SURFACE STEAM RAILROADS.**

|  | For year ending June<br>30, 1890. | For year ending June<br>30, 1891. |                 |                  |
|--|-----------------------------------|-----------------------------------|-----------------|------------------|
| <i>Capital Stock and Debt.</i>                   |                                   |                                   |                 |                  |
| Capital stock issued .....                       | \$631,676,007 69                  | \$646,712,352 69                  |                 |                  |
| Funded debt .....                                | 608,413,909 37                    | 633,450,067 23                    |                 |                  |
| Floating debt.....                               | 48,593,990 50                     | 64,035,665 04                     |                 |                  |
| Total stock and debt .....                       | \$1,288,688,907 56                | \$1,344,198,084 96                |                 |                  |
| <i>Cost of Road and Equipment</i> ...            | \$1,225,335,120 65                | \$1,270,265,163 12                |                 |                  |
| <i>Earnings from Operation.</i>                  |                                   |                                   |                 |                  |
|  | PASSENGER.                        | FREIGHT.                          | PASSENGER.      | FREIGHT.         |
| From passenger transportation .....              | \$45,395,229 55                   | \$108,605,240 06                  | \$47,747,602 13 | \$109,694,308 15 |
| From freight transportation .....                | 3,474,695 91                      | 3,754,792 63                      | 3,754,792 63    | 3,908,704 44     |
| From mail transportation .....                   | 3,720,789 18                      | 1,691,234 01                      | 1,793,704 33    | 2,132,302 54     |
| From express transportation .....                | 1,087,666 16                      |                                   |                 |                  |
| From miscellaneous sources.....                  |                                   |                                   |                 |                  |
| Gross earnings from operation.....               | \$53,678,359 80                   | \$110,296,474 07                  | \$57,195,893 53 | \$111,816,610 69 |
| Operating expenses .....                         | 34,898,907 35                     | 73,060,605 45                     | 37,446,481 96   | 76,081,964 91    |
| Net earnings from operation.....                 | \$18,779,552 45                   | \$37,235,870 62                   | \$19,749,411 57 | \$35,734,745 78  |
| <i>Income Account.</i>                           |                                   |                                   |                 |                  |
| Gross earnings from operation,<br>as above ..... | \$163,974,833 87                  | \$169,012,504 22                  |                 |                  |
| Less operating expenses .....                    | 107,959,410 80                    | 113,528,346 87                    |                 |                  |
| Net earnings from opera'n .                      | \$56,015,423 07                   | \$55,484,157 35                   |                 |                  |
| Add income from other sources.                   | 5,172,928 60                      | 4,965,163 92                      |                 |                  |
| Gross Inc. from all Sources.                     | \$61,188,351 67                   | \$60,449,321 27                   |                 |                  |
| <i>Deductions from Gross Income.</i>             |                                   |                                   |                 |                  |
| †Interest .....                                  | \$19,640,193 44                   | \$21,264,315 48                   |                 |                  |
| * Rentals of leased lines .....                  | 15,556,680 51                     | 16,354,120 41                     |                 |                  |
| Taxes .....                                      | 5,496,092 37                      | 6,087,549 96                      |                 |                  |
| Miscellaneous .....                              | 1,737,484 73                      | 1,427,472 92                      |                 |                  |
| T'l deduct'ns from Gross Inc.                    | \$42,430,451 05                   | \$45,133,458 77                   |                 |                  |

\* Used by lessors, as follows (see Table D):

|  | June 30, 1890.  | June 30, 1891.  |
|--|-----------------|-----------------|
| Interest .....                                     | \$7,880,297 87  | \$7,904,005 71  |
| Dividends .....                                    | 3,597,892 90    | 3,831,616 71    |
| Not designated .....                               | 4,078,489 74    | 4,618,497 9     |
| Total rental of leased lines .....                 | \$15,556,680 51 | \$16,354,120 4  |
| † Total interest as per above table and note ..... | \$27,520,491 31 | \$29,168,321 91 |



TABLE G—(Continued).

## ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1890 and 1891.

## SURFACE STEAM RAILROADS.

|  | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|--|-----------------------------------|-----------------------------------|
| <i>Net Income from all Sources</i> .....   | \$18,757,900 62                   | \$15,315,862 50                   |
| <i>Payments from Net Income.</i>   |                                   |                                   |
| * Dividends .....  | \$11,652,159 86                   | \$12,358,240 20                   |
| Miscellaneous .....  | 2,723,496 34                      | 94,438 62                         |
| Total payments from net income .....   | \$14,375,656 20                   | \$12,452,678 82                   |
| Surplus .....  | \$4,382,244 42                    | \$2,863,183 68                    |
| <i>Mileage.</i>  |                                   |                                   |
| Miles of road built and operated, main line .....  | 12,611.45                         | 12,947.22                         |
| Miles of additional track .....  | 3,598.15                          | 3,700.24                          |
| Miles of sidings .....   | 4,915.28                          | 5,258.68                          |
| Total miles of track .....   | 21,124.88                         | 21,906.14                         |
| Miles of road in New York State .....  | 7,590.07                          | 7,651.17                          |
| Miles of track in New York State .....   | 12,907.76                         | 13,214.68                         |
| <i>Equipment.</i>  |                                   |                                   |
| Locomotives, 8 drivers .....   | 574                               | 612                               |
| Locomotives, 6 drivers .....   | 1,180                             | 1,450                             |
| Locomotives, 4 drivers .....   | 2,944                             | 2,874                             |
| Total number of locomotives .....  | 4,698                             | †4,936                            |
| Cars, first-class passenger .....  | 3,550                             | 3,728                             |
| Cars, second-class passenger .....   | 638                               | 620                               |
| Cars, baggage, mail and express .....  | 1,212                             | 1,237                             |
| Total number of cars for passenger traffic .....   | 5,400                             | 5,585                             |
| Total number of cars for freight traffic ....  | 173,404                           | 183,067                           |
| <i>Traffic and Mileage Statistics.</i>   |                                   |                                   |
| Number of passengers carried, "through" .....  | 5,870,113                         | 6,110,459                         |
| Number of passengers carried, "local" ....   | 109,952,504                       | 119,801,341                       |
| Total number of passengers carried ...   | 115,822,617                       | 125,911,800                       |
| Number of passengers carried one mile ....   | 2,355,499,033                     | 2,573,940,299                     |
|  |                                   |                                   |
| Dividends as per above table .....   | June 30, 1890. \$11,652,159 86    | June 30, 1891. \$12,358,240 20    |
| Cost of rentals of leased lines paid in dividends by<br>the company, as per note on preceding page ..... | 3,597,892 90                      | 3,831,616 78                      |
|  | \$15,250,052 76                   | \$16,189,856 98                   |

† Nine electric motors are also reported in addition to these figures.

TABLE G—(Continued).  
ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

*Comparative Statement for years ending June 30, 1890 and 1891.*

SURFACE STEAM RAILROADS.

|   | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|---|-----------------------------------|-----------------------------------|
| <i>Traffic and Mileage Statistics (Continued).</i>  |                                   |                                   |
| No. of tons of freight carried, "through" ..        | 57,277,804                        | 56,794,573                        |
| No. of tons of freight carried, "local" .....       | 53,376,099                        | 57,457,761                        |
| Total number of tons of freight carried.            | 110,653,903                       | 114,252,334                       |
| No. of tons of freight carried one mile.....        | 14,313,403,033                    | 14,577,616,629                    |
| Passenger train mileage .....                       | 45,217,173                        | 48,699,996                        |
| Freight train mileage.....                          | 66,805,619                        | 68,447,897                        |
| All other train mileage .....                       | 25,874,179                        | 25,569,816                        |
| Total train mileage.....                            | 137,896,971                       | 142,717,709                       |
| <i>Per passenger per mile:</i>                      |                                   |                                   |
| Passenger earnings (cents).....                     | 2.28                              | 2.22                              |
| Passenger expenses (cents).....                     | 1.48                              | 1.45                              |
| Passenger profit (cents).....                       | 0.80                              | 0.77                              |
| <i>Per passenger train mile:</i>                    |                                   |                                   |
| Passenger earnings .....                            | \$1 19                            | \$1 17                            |
| Passenger expenses .....                            | 77                                | 77                                |
| Passenger profits.....                              | 42                                | 40                                |
| <i>Per ton of freight per mile:</i>                 |                                   |                                   |
| Freight earnings (cents).....                       | 0.7705                            | 0.7670                            |
| Freight expenses (cents).....                       | 0.5104                            | 0.5219                            |
| Freight profit (cents).....                         | 0.2601                            | 0.2451                            |
| <i>Per freight train mile:</i>                      |                                   |                                   |
| Freight earnings .....                              | \$1 65                            | \$1 63                            |
| Freight expenses.....                               | 1 09                              | 1 11                              |
| Freight profit.....                                 | 56                                | 52                                |
| <i>Per mile of road operated:</i>                   |                                   |                                   |
| Passenger earnings .....                            | \$4,256 32                        | \$4,417 62                        |
| Passenger expenses .....                            | 2,767 23                          | 2,892 24                          |
| Passenger profit.....                               | 1,489 09                          | 1,525 38                          |
| Freight earnings .....                              | 8,745 74                          | 8,636 34                          |
| Freight expenses .....                              | 5,793 20                          | 5,876 31                          |
| Freight profit.....                                 | 2,952 54                          | 2,760                             |
| Gross earnings from operation.....                  | 13,002 06                         | 13,053                            |
| Operating expenses.....                             | 8,580 43                          | 8,768                             |
| Net earnings from operation.....                    | 4,441 63                          | 4,285                             |
| Cost of maintenance of way and struc-<br>tures..... | 1,682 93                          | 1,638                             |
| Cost of maintenance of equipment.....               | 1,543 08                          | 1,433                             |
| Cost of conducting transportation.....              | 4,253 32                          | 4,552                             |
| General expenses .....                              | 1,081 10                          | 1,144                             |
| Average number of employees.....                    | 8.88                              | 9                                 |
| Average number of passengers per train ..           | 52                                |                                   |

TABLE G — (Continued).

## ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

*Comparative Statement for years ending June 30, 1890 and 1891.*

## SURFACE STEAM RAILROADS.

|  | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|--|-----------------------------------|-----------------------------------|
| <i>Traffic and Mileage Statistics (Continued).</i>                     |                                   |                                   |
| Average miles each passenger was hauled.                               | 20.34                             | 20.43                             |
| Average number of tons of freight per train                            | 214.25                            | 212.97                            |
| Average miles each ton was hauled. ....                                | 129.35                            | 127.59                            |
| Average number of employees during year                                | 112,044                           | 122,196                           |
| *Percentage of net income to capital stock.                            | 03.54                             | 02.96                             |
| Percentage of dividends declared to capital stock .....                | 02.41                             | 02.50                             |
| Percentage of gross income to cost of road and equipment .....         | 04.99                             | 04.76                             |
| Percentage of operating expenses to gross earnings from operation..... | 65.84                             | 67.17                             |
| Percentage of passenger expenses to passenger earnings .....           | 65.01                             | 65.47                             |
| Percentage of freight expenses to freight earnings .....               | 66.24                             | 67.33                             |

\* As the cost of road and equipment, capital stock and debt of lessor companies are included with operating companies under those heads respectively, the income of such lessor companies should be included in any computations based on those accounts; therefore the percentage of net income to capital stock is computed on the following basis:

|  | June 30, 1890.         | June 30, 1891.         |
|--|------------------------|------------------------|
| Net income as herein above shown.....  | \$18,757,900 62        | \$15,315,862 50        |
| Add portion of rentals used by lessors for dividends, as before shown in note (dividends not being a fixed charge) | 3,597,892 90           | 3,831,616 78           |
| Total net income of operating and lessor companies..   | <u>\$22,355,793 52</u> | <u>\$19,147,479 28</u> |

TABLE G — (Continued).

## ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

*Comparative Statement for years ending June 30, 1890 and 1891.*

## ELEVATED STEAM RAILROADS.

|  | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|--|-----------------------------------|-----------------------------------|
| <i>Capital Stock and Debt.</i>             |                                   |                                   |
| Capital stock.....                         | \$50,058,197 54                   | \$57,416,332 54                   |
| Funded debt.....                           | 50,686,820 00                     | 55,077,870 00                     |
| Floating debt.....                         | 4,348,583 43                      | 3,405,558 50                      |
| Total stock and debt .....                 | \$105,093,600 97                  | \$115,899,761 04                  |
| <i>Cost of Road and Equipment.....</i>     | \$78,921,214 55                   | \$80,470,602 88                   |
| <i>Earnings from Operation.</i>            |                                   |                                   |
| From passenger operation .....             | \$11,762,858 43                   | \$12,594,737 28                   |
| From mail transportation .....             | 5,000 00                          | 5,000 00                          |
| From miscellaneous sources .....           | 39,361 87                         | 42,697 88                         |
| Gross earnings from operation.....         | \$11,807,220 30                   | \$12,642,435 16                   |
| Operating expenses .....                   | 6,504,745 43                      | 6,700,578 46                      |
| <i>Net Earnings from Operation .....</i>   | \$5,302,474 87                    | \$5,941,856 70                    |
| <i>Income Account.</i>                     |                                   |                                   |
| Net earnings from operation, as above .... | \$5,302,474 87                    | \$5,941,856 70                    |
| Income from other sources.....             | 93,935 56                         | 126,248 56                        |
| <i>Gross Income from all Sources .....</i> | \$5,396,410 43                    | \$6,068,105 26                    |
| <i>Deductions from Gross Income.</i>       |                                   |                                   |
| Interest.....                              | \$2,030,387 24                    | \$2,593,119 56                    |
| Rentals of leased lines.....               | 288,075 00                        | 117,500 00                        |
| Taxes and miscellaneous.....               | 483,587 33                        | 522,438 21                        |
| Total deductions from Gross Income ..      | \$2,802,049 57                    | \$3,233,057 77                    |
| <i>Net Income from all Sources.....</i>    | \$2,594,360 86                    | \$2,835,047 49                    |
| <i>Payments from Net Income.</i>           |                                   |                                   |
| Dividends .....                            | \$1,560,000 00                    | \$1,620,000 00                    |
| <i>Surplus .....</i>                       | \$1,034,360 86                    | \$1,215,047 49                    |
| <i>Mileage.</i>                            |                                   |                                   |
| Miles of main line and branches.....       | 61.44                             | 61.96                             |
| Miles of additional track .....            | 68.79                             | 72.67                             |
| Miles of sidings .....                     | 20.88                             | 22.77                             |
| Total miles of track .....                 | 151.11                            | 157.39                            |

TABLE G—(Continued).

## ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1890 and 1891.

## ELEVATED STEAM RAILROADS.

|  | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|--|-----------------------------------|-----------------------------------|
| <i>Equipment.</i>  |                                   |                                   |
| Locomotives.....   | 429                               | 459                               |
| Cars, first-class passenger.....                                       | 1,294                             | 1,414                             |
| Cars, service.....   | 49                                | 49                                |
| <i>Miscellaneous Statistics.</i>                                       |                                   |                                   |
| * Miles run by trains .....  | 11,613,653                        | 12,663,169                        |
| Number of passengers carried .....                                     | 235,262,760                       | 251,904,593                       |
| <i>Per passenger carried:</i>  |                                   |                                   |
| Gross earnings from operation (cents) ..                               | 5.02                              | 5.02                              |
| Operating expenses (cents).....  | 2.77                              | 2.86                              |
| Net earnings from operation (cents)....                                | 2.25                              | 2.36                              |
| <i>Per mile of road operated:</i>                                      |                                   |                                   |
| Gross earnings from operation.....                                     | \$192,174 81                      | \$204,041 88                      |
| Operating expenses .....   | 105,871 51                        | 108,143 62                        |
| Net earnings from operation.....                                       | 86,303 30                         | 95,898 26                         |
| Cost of maintenance of way and structures .....                        | 9,408 41                          | 10,086 61                         |
| Cost of maintenance of equipment.....                                  | 11,602 67                         | 12,255 33                         |
| Cost of conducting transportation .....                                | 74,033 47                         | 75,379 81                         |
| General expenses.....  | 10,826 96                         | 10,421 87                         |
| Average number of employees during year                                | 6,395                             | 6,490                             |
| † Percentage of net income to capital stock                            | 05.94                             | 06.03                             |
| † Percentage of dividends declared to capital stock .....              | 03.57                             | 03.45                             |
| Percentage of gross income to cost of road and equipment .....         | 06.84                             | 07.54                             |
| Percentage of operating expenses to gross earnings from operation..... | 55.09                             | 53.00                             |

\*In addition to this, which is "passenger" mileage, 40,690 "other mileage" is reported for year ending June 30, 1890, and 40,571 miles for year ending June 30, 1891.

† These computations are made on the following basis:

|   | June 30, 1890.         | June 30, 1891.         |
|---|------------------------|------------------------|
| Manhattan Elevated (Consolidated stock) ..... | \$26,000,000 00        | \$30,000,000 00        |
| Brooklyn Elevated stock .....                 | 5,000,000 00           | 13,283,600 00          |
| Fulton .....                                  | 300,000 00             | 300,000 00             |
| Kings County Elevated.....                    | 3,250,000 00           | 3,250,000 00           |
| Manhattan View .....                          | 190,752 54             | 190,752 54             |
| Manhattan Rapid Transit.....                  | 641,865 00             | .....                  |
| Manhattan Streetcar .....                     | 8,283,600 00           | .....                  |
|   | <u>\$43,666,217 54</u> | <u>\$47,024,352 54</u> |

TABLE G—(Continued).

## ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1890 and 1891.

## SURFACE STREET RAILROADS.

|  | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|--|-----------------------------------|-----------------------------------|
| <i>Capital Stock and Debt.</i>             |                                   |                                   |
| Capital stock issued .....                 | \$39,213,353 40                   | \$46,335,066 70                   |
| Funded debt.....                           | 31,899,714 92                     | 39,375,245 81                     |
| Floating debt.....                         | 2,712,261 80                      | 4,611,670 96                      |
| Total stock and debt .....                 | \$73,825,330 12                   | \$90,321,983 47                   |
| <i>Cost of Road and Equipment .....</i>    | \$68,606,146 65                   | \$85,320,026 92                   |
| <i>Earnings from Operation.</i>            |                                   |                                   |
| From passenger transportation .....        | \$18,951,184 88                   | \$20,073,873 58                   |
| From miscellaneous sources .....           | 60,226 58                         | 80,100 08                         |
| Gross earnings from operation.....         | \$19,011,410 96                   | \$20,153,973 66                   |
| Operating expenses.....                    | 14,160,366 20                     | 14,914,204 72                     |
| Net Earnings from Operation.....           | \$4,851,044 76                    | \$5,239,768 94                    |
| <i>Income Account.</i>                     |                                   |                                   |
| Net earnings from operation, as above..... | \$4,851,044 76                    | \$5,239,768 94                    |
| Income from other sources.....             | 445,655 07                        | 408,970 85                        |
| Gross Income from all Sources.....         | \$5,296,699 83                    | \$5,648,739 79                    |
| <i>Deductions from Gross Income.</i>       |                                   |                                   |
| Interest.....                              | \$1,570,750 11                    | \$1,704,391 95                    |
| *Rentals of leased lines .....             | 318,089 70                        | 617,901 92                        |
| Taxes .....                                | 847,957 07                        | 938,676 22                        |
| Miscellaneous .....                        | 136,317 83                        | 132,903 14                        |
| Total deductions from Gross Income ..      | \$2,873,114 71                    | \$3,393,873 23                    |
| Net Income from all Sources.....           | \$2,423,585 12                    | \$2,254,866 56                    |

\* Used by lessors as follows (see Table D):

|  | June 30, 1890. | June 30, 1891. |
|--|----------------|----------------|
| Interest .....                                       | \$273,037 78   | \$316,300 00   |
| Dividends .....                                      | 23,572 40      | 281,800        |
| Not designated .....                                 | 21,479 52      | 19,800         |
|  | \$318,089 70   | \$617,901      |
| Total interest as per the above table and note ..... | \$1,843,787 89 | \$2,020,69     |

TABLE G — (Concluded).

## ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1890 and 1891.

## SURFACE STREET RAILROADS.

|   | For year ending<br>June 30, 1890. | For year ending<br>June 30, 1891. |
|---|-----------------------------------|-----------------------------------|
| <i>Payments from Net Income.</i>  |                                   |                                   |
| *Dividends .....  | \$1,808,728 50                    | \$1,875,246 22                    |
| Miscellaneous .....   | 18,276 28                         | 727 10                            |
| Total payments from net income .....                                    | \$1,827,004 78                    | \$1,875,973 32                    |
| Surplus .....   | \$596,580 34                      | \$378,893 24                      |
| <i>Mileage.</i>   |                                   |                                   |
| Miles of road built and operated .....                                  | 605.40                            | 660.67                            |
| Miles of additional track and sidings .....                             | 385.03                            | 423.77                            |
| Total miles of track .....  | 990.43                            | 1,084.44                          |
| <i>Equipment.</i>   |                                   |                                   |
| Horses .....  | 28,031                            | 27,138                            |
| Cars, dummy, with engines .....   | †166                              | 34                                |
| Cars, passenger .....   | 6,137                             | 6,021                             |
| Electric motor cars .....   |                                   | 374                               |
| <i>Miscellaneous Statistics.</i>  |                                   |                                   |
| Number of passengers carried .....                                      | 383,402,019                       | 410,720,306                       |
| <i>Per passenger carried:</i>   |                                   |                                   |
| Gross earnings from operation (cents) ..                                | 4.96                              | 4.91                              |
| Operating expenses (cents) .....  | 3.69                              | 3.63                              |
| Net earnings from operation (cents) .....                               | 1.27                              | 1.28                              |
| <i>Per mile of road operated:</i>                                       |                                   |                                   |
| Gross earnings from operation .....                                     | \$31,403 06                       | \$30,505 36                       |
| Operating expenses .....  | 23,390 10                         | 22,574 36                         |
| Net earnings .....  | 8,012 96                          | 7,931 00                          |
| Percentage of net income to capital stock ..                            | 06.24                             | 05.47                             |
| Percentage of dividends declared to capital stock .....                 | 04.67                             | 04.65                             |
| Percentage of gross income to cost of road and equipment .....          | 07.72                             | 06.62                             |
| Percentage of operating expenses to gross earnings from operation ..... | 74.48                             | 74.00                             |
| Average number of employees during year ..                              | 15,475                            | 15,803                            |

June 30, 1890. June 30, 1891.

† dividends as per above table and note, preceding page, \$1,832,300 90 \$2,157,046 22.  
 ‡ less electric motor cars.

TABLE H.\*

*Railroad Companies organized since July 1, 1881, from which no reports have been received for year ending June 30, 1891.*

## ROADS NOT BUILT OR BUT PARTIALLY BUILT.

## STREAM ROADS—SURFACE.

| NAME.   | Date of charter. | Remarks.  |
|---|------------------|---|
| Adirondack Extension.....                         | April 30, 1891   |   |
| Adirondack and St. Lawrence.....                  | Dec. 11, 1890    |   |
| Albany Terminal.....                              | Feb. 6, 1898     | Letter filed with Board of R. R. Commissioners October 5, 1890.                             |
| Attica and Arcade.....                            | Feb. 28, 1870    | Corporate existence renewed by chap 577, Laws of 1890. See R. R. Comm's Report, 1893.       |
| Attica, Lockport and Lake Ontario.....            | Nov. 24, 1883    | Last report made was for year 1886.   |
| Baldwinsville Branch.....                         | July 7, 1896     | Last report made was for year 1896  |
| Binghamton and Southwestern.....                  | Jan. 13, 1887    | Consolidated with Williamsport and Northeastern Dec. 17, 1887, as the Will'sport & Bingh'n. |
| Branchport and Penn Yan.....                      | March 17, 1885   | Never made a report.  |
| Brookfield.....                                   | June 15, 1888    | Last report made was for year 1888.   |
| Brooklyn Bridge and South Shore.....              | March 8, 1886    | Last report made was for year 1889.   |
| Brooklyn and Long Island Cable.....               | March 13, 1884   | Last report made was for year 1885.   |
| Brooklyn and Long Island Trunk Line.....          | March 31, 1893   | Last report made was for year 1884.   |
| Buffalo, Aurora and Southeastern.....             | Dec. 29, 1881    | Never made a report.  |
| Buffalo, Cayuga Valley and Pine Creek.....        | June 21, 1882    | See letter filed with Board of R. R. Commissioners, September 28, 1898.                     |
| Buffalo Dock and Connecting.....                  | Jan. 6, 1890     | Never made a report.  |
| Buffalo and Geneva (No. 1).....                   | Jan. 19, 1886    | Never made a report.  |
| Buffalo and Geneva (No. 2).....                   | Feb. 28, 1889    | Merged in Lehigh Valley Ry. Co., June 25, 1890.   |
| Buffalo and Great Western.....                    | April 12, 1882   | Property sold and charter forfeited.  |
| Buffalo Harbor.....                               | Nov. 28, 1883    | Last report made was for year 1886.   |
| Buffalo, Lackawanna and Pacific.....              | March 22, 1889   | Never made a report.  |
| Buffalo and South Park Belt Line.....             | June 29, 1887    | Last report made was for year 1888.   |
| Buffalo, Williamsville and Northern.....          | June 8, 1888     | Never made a report.  |
| Buffalo and Williamsville.....                    | March 25, 1886   | Last report, 1888. See letter filed with Board of R. R. Commissioners, January 23, 1890.    |
| Camden, Watertown and Northern.....               | Dec. 17, 1890    |   |
| Canton and Waddington.....                        | March 13, 1884   | Never made a report.  |
| Cedarhurst.....                                   | Nov. 28, 1884    | Last report made was for year 1889.   |
| Central New York and Southwestern.....            | May 7, 1887      | Pittsburgh, Lack. & Western, under new name.  |
| Charlotte and Lake View.....                      | July 25, 1881    | Last report filed was for year 1898.  |
| City Railway Company of New York.....             | March 20, 1888   | Never made a report.  |
| Columbia and Rensselaer.....                      | June 15, 1886    | Last report made was for year 1888.   |
| Davenport.....                                    | Sept. 5, 1888    | See letter filed with Board of R. R. Commissioners December 7, 1898.                        |
| Delaware and North River.....                     | July 6, 1889     | Never made a report.  |
| Dexter and Ontario.....                           | Sept. 27, 1889   | Never made a report.  |
| Dunderburg Spiral.....                            | Nov. 9, 1889     | Never made a report.  |
| Dutchess County.....                              | April 21, 1890   | Never made a report.  |
| Dutchess Extension.....                           | Feb. 14, 1889    | Last report made was for year 1890.   |
| East Branch Connecting.....                       | April 8, 1889    | Never made a report.  |
| East Buffalo Terminal.....                        | Feb. 13, 1883    | Never made a report.  |
| East River Tunnel.....                            | Feb. 15, 1885    | Last report made was for year 1886.   |
| Elmira Connecting.....                            | Jan. 14, 1882    | Last report made was for year 1889.   |
| Erie, Rochester and Lake Ontario Term.....        | June 2, 1884     | Never made a report.  |
| Fort Hamilton and Coney Island.....               | Aug. 2, 1881     | Never made a report.  |
| Fort Plain and Richfield Springs.....             | July 6, 1887     | Last report made was for year 1898.   |
| Fort Pond Bay.....                                | Dec. 23, 1882    | Last report made was for year 1884.   |
| Fourteenth Street District.....                   | Dec. 29, 1886    | Last report made was for year 1889.   |
| Genesee Falls.....                                | May 25, 1886     | Never made a report.  |
| Genesee and Wyoming Valley.....                   | April 27, 1891   |   |
| Grand Central Transit Co.....                     | July 10, 1884    | See unverified statement filed with Board R. R. Commissioners, December 20, 1888.           |
| Greenwood Lake and Port Jervis.....               | May 29, 1888     | Never made a report.  |
| Hancock and Pennsylvania.....                     | April 2, 1889    | Merged in Ontario, Carbondale and Scranton, October 3, 1889.                                |
| Hancock and State Line.....                       | March 14, 1889   | Articles of association defective; reincorporated as Hancock and Pennsylvania.              |
| Harlem River.....                                 | Oct. —, 1883     | Last report made was for year 1888.   |
| Hennepin Rapid Transit.....                       | Jan. 10, 1891    |   |
| Highland Junction.....                            | Aug. 8, 1881     | Last report made was for year 1886.   |
| Hudson Connecting.....                            | Jan. 28, 1887    | Consolidated with the Poughkeepsie and Coos as the Central New England and Western          |
| Hudson River and Boston.....                      | July 14, 1885    | Last report made was for year 1886.   |
| Jamestown Short Line.....                         | May 26, 1886     | Never made a report.  |
| Johnsonville and Rutland.....                     | June 11, 1890    | Never made a report.  |
| Kinderhook, Valatie and Niverville.....           | Jan. 15, 1887    | Last report made was for year 1887.   |
| Kinderhook, Valatie and Stuyvesant.....           | July 28, 1887    | Last report made was for year 1887.   |
| Kingston, Warwick and Easton.....                 | Sept. 5, 1883    | Last report made was for year 1887.   |
| Little Falls and Dolgeville.....                  | Feb. 20, 1891    |   |
| Little Falls, Dolgeville and Piscataway Lake..... | Feb. 7, 1883     | Abandoned. See R. R. Comm's Report, 1   |
| Lockport and Northern.....                        | March 30, 1889   | Last report made was for year 1889.   |

\* For companies organized prior to July 1, 1881, see Table H in former reports of this Board. See, also "Alphabetical List of Companies formed under the Laws of this State," in Vol. I, Report of Rail Commissioners.



TABLE H — (Continued).

## ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

## STEAM ROADS — SURFACE.

| NAME.   | Date of charter. | Remarks.  |
|---|------------------|---|
| Long Island City and Sea Beach .....            | March 13, 1886   | Last report made was for year 1888. See letter filed December 24, 1890.                                       |
| Malone and Canada .....                         | June 1, 1883     | Reported in 1883 that nothing had been done.  |
| Manhattan Beach Extension .....                 | Dec. 16, 1882    | Last report made was for year 1884.   |
| Metropolitan Underground (Cable) .....          | Jan. 19, 1891    |   |
| Mohawk and Adirondack .....                     | May 5, 1891      |   |
| Mohawk and St. Lawrence .....                   | Dec. 30, 1890    |   |
| Mohawk and Susquehanna Valley .....             | June 29, 1887    | See letter filed with Board, December 31, 1888.   |
| Mohawk Valley and Northern .....                | Oct. 31, 1890    |   |
| Monticello and Fallsburgh .....                 | May 12, 1888     | Never made a report.  |
| Neversink Valley .....                          | April 20, 1889   | Never made a report.  |
| Newburgh and Poughkeepsie .....                 | March 3, 1887    | Last report made was for year 1887.   |
| New England and Southwestern .....              | April 22, 1886   | Last report made was for year 1888.   |
| New England and Western .....                   | June 6, 1887     | Last report made was for year 1888.   |
| New Jersey and Staten Island Junction .....     | Dec. 14, 1886    | Never made a report.  |
| New York Arcade .....                           |                  | See p. 586, vol. II, Report of 1885.  |
| New York and Brooklyn (Cable) .....             | April 30, 1891   |   |
| New York Cable .....                            | April 22, 1884   | Last report made was for year 1887.   |
| New York City and Westchester .....             | April 18, 1887   | Last report made was for year 1890.   |
| New York, Danbury and Boston .....              | Aug. 14, 1883    | Last report made was for year 1889.   |
| New York District .....                         | Dec. 28, 1886    | Last report made was for year 1889.   |
| New York and East River .....                   | Dec. 16, 1891    | Last report made was for year 1889.   |
| New York Harbor .....                           | Jan. 15, 1887    | Never made a report.  |
| New York and Jersey City (Cable) .....          | April 30, 1891   |   |
| New York and Long Island .....                  | July 30, 1887    | Never made a report.  |
| New York and Long Island Suburban .....         | Feb. 4, 1891     |   |
| New York and New Jersey Terminal .....          | Feb. 2, 1891     |   |
| New York Northern No. 2 .....                   | June 25, 1883    | Never made a report.  |
| New York, Richfield Springs and O'perst'n ..... | Dec. 15, 1882    | Last report made was for year 1884.   |
| New York and South Beach .....                  | April 30, 1891   |   |
| Niagara Falls and La Salle .....                | May 17, 1880     |   |
| Niagara Falls and Lewiston .....                | Oct. 8, 1890     |   |
| Niagara Falls and Whirlpool .....               | Jan. 7, 1886     | Cap. surrendered to Niagara Falls & Lewiston.   |
| Niagara Shore Terminal .....                    | Jan. 26, 1891    |   |
| Onondaga Lake .....                             | Sept. 9, 1890    |   |
| Onondaga and Otego Valley .....                 | Sept. 10, 1887   | See letter filed with Board December 31, 1888.  |
| Oswego .....                                    | March 24, 1888   | Last report made was for year 1889.   |
| Ottawa, St. Lawrence and Schenectady .....      | Feb. 10, 1885    | Never made a report.  |
| Ottawa, Waddington and New York .....           |                  |   |
| Railway and Bridge Co. .....                    | Jan. 2, 1894     | Never made a report.  |
| Oyster Bay Extension .....                      | Aug. 31, 1886    | Road built and operated by Long Island R. R. Co. See report 1889, Long Island R. R. Co.                       |
| Peshkill Valley .....                           | May 24, 1887     | Never made a report.  |
| People's Rapid Transit .....                    | Sept. 11, 1888   | Never made a report.  |
| Perth Amboy .....                               | May 5, 1885      | Never made a report.  |
| Pittsburgh, Chautauque and Lake Erie .....      | Jan. 27, 1888    | Consolidation of the Warren, Sugar Grove and Mayville of New York with company of same title of Pennsylvania. |
| Pittsburgh, Lackawanna and Western .....        |                  | Changed to Central New York and So. Western.  |
| Portage and Cuba Low Grade .....                | March 28, 1882   | Last report made was for year 1886.   |
| Poughkeepsie Bridge .....                       | June 5, 1888     | Last report made was for year 1888.   |
| Poughkeepsie and Connecticut .....              | Sept. 14, 1888   | Consolidated with Hudson Connecting under title of Central New England and Western.                           |
| Poughkeepsie Connecting .....                   | Jan. 26, 1887    | Last report made was for year 1887.   |
| Poughkeepsie and Delaware Valley .....          | Feb. 16, 1887    | Last report made was for year 1888.   |
| Poughkeepsie, Hartford and N. England .....     | Sept. 10, 1887   | Consolidated with Poughkeepsie and Southwestern as Penn., Poughkeepsie and Boston.                            |
| Poughkeepsie and Southeastern .....             | Sept. 1, 1886    | Last report made was for year 1889.   |
| Poughkeepsie and Southwestern .....             | March 9, 1883    | Consolidated with Poughkeepsie, Hartford and N. Eng. as Penn., Poughkeepsie and Boston.                       |
| Poughkeepsie Terminal .....                     | May 19, 1887     | Last report made was for year 1887.   |
| Richfield Springs and Cherry Valley .....       | Oct. 8, 1881     | Never made a report.  |
| River Bridge .....                              | Jan. 9, 1891     |   |
| Rochester and Lake Beach .....                  | Feb. 1, 1889     |   |
| Rochester, Lake Side and Braddock Bay .....     | July 11, 1891    | Reorganization of Rochester and Ontario Belt, which was sold on foreclosure August 8, 1887.                   |
| Shore Terminal .....                            | June 22, 1886    | Capital of the new company subsequently surrendered to R., W. and O. Terminal.                                |
| Saratoga Electric .....                         | Dec. 27, 1884    | Last report made was for year 1894.   |
| Saratoga and Boonville .....                    | Oct. 13, 1882    | Letter filed with Railroad Commissioners, Sept. 20, 1889, stating company to be defunct.                      |
| Saratoga and Carthage .....                     | Aug. 10, 1888    | Never made a report.  |
| Saratoga and Sylvan Beach .....                 | April 20, 1888   | Last report made was for year 1884.   |
| Saratoga Valley .....                           | Sept. 9, 1890    | Never made a report.  |
| Saratoga and Lake Placid .....                  | June 13, 1890    | Never made a report.  |
| Saratoga and St. Lawrence Extension .....       | April 22, 1891   |   |
| Schenectady, Albany and North Adams .....       | May 17, 1882     | Last report made was for year 1890.   |
| Schenectady & Ogdensburg Narrow Gauge .....     | Nov. 26, 1891    | Last report made was for year 1887.   |
| Schenectady and Sheepshead Bay .....            | Aug. 24, 1886    | Never made a report.  |
| Schenectady County .....                        | Feb. 24, 1891    |   |
| Schenectady Creek and Dunkirk .....             | Nov. 11, 1890    |   |
| South Brooklyn and Flatbush .....               | Sept. 29, 1886   | Name changed to South Brooklyn Railroad and Terminal, October 6, 1887.  |

## TABLE H—(Continued).

## ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

## STEAM ROADS—SURFACE.

| NAME.                                    | Date of charter. | Remarks.   |
|--|------------------|--|
| South Ferry and Sea Side Direct Transit. | Aug. 13, 1881    | Consolidated with Brooklyn Sub. Railway Co., March 5, 1886.  |
| Squaw Island.                            | Feb. 20, 1884    | Last report made was for year 1884.  |
| State Line and Stony Point.              | March 6, 1888    | Never made a report.   |
| Staten Island North and South Shore.     | July 5, 1881     | Last report made was for year 1885.  |
| Staten Island Northern.                  | March 16, 1886   | Last report made was for year 1888. See letter filed Dec. 24, 1889.  |
| Staten Island Terminal.                  | Feb. 13, 1883    | Never made a report.   |
| Syracuse and Ontario.                    | Nov. 23, 1881    | Never made a report.   |
| Syracuse, Phenix and Ontario.            | Jan. 8, 1883     | Never made a report.   |
| Syracuse and South Bay.                  | July 10, 1886    | Last report made was for year 1887.  |
| Terminal Underground.                    | March 26, 1886   | Never made a report.   |
| Terminal Union.                          | Aug. 21, 1889    | Never made a report.   |
| Ticonderoga.                             | Dec. 13, 1889    | Never made a report.   |
| Tonawanda, Genesee Val. and Pine Crk.    | Dec. 2, 1881     | Last report made was for year 1883.  |
| Tonawanda, Wiscoy and Genesee Valley.    | Dec. 10, 1881    | Last report made was for year 1886.  |
| Troy and Averill Park.                   | Oct. 8, 1886     | Last report made was for year 1887.  |
| Troy and Chatham.                        | Dec. 15, 1881    | Last report made was for year 1888.  |
| Troy and New England.                    | Dec. 27, 1889    | Never made a report.   |
| Tunnel Extension.                        | June 7, 1882     | Last report made was for year 1884.  |
| Twenty-third Street District.            | Dec. 29, 1885    | Last report made was for year 1889.  |
| United States Harvey Way Con. Co.        |                  | See chapter 556, Laws of New York, 1889.   |
| Utica and Unadilla Valley.               | Sept. 12, 1883   | Last report made was for year 1890.  |
| Utica, Adirondack and Saratoga.          | May 5, 1888      | Last report made was for year 1888.  |
| Warren, Sugar Grove and Mayville.        | March 21, 1885   | Consolidated February 27, 1888, with company of same name in Pennsylvania as the Pittsburgh, Chautauqua and Lake Erie. |
| Wellsville and Fillmore.                 | Nov. 28, 1881    | Never made a report.   |
| Wellsville, Honeoye and Ceres.           | March 3, 1882    | Never made a report.   |
| West Brooklyn.                           | May 2, 1887      | Reorganization of New York and Atlantic.   |
| Westfield and Chautauqua.                | July 8, 1886     | Merged in Chautauqua Lake R. R. Co., Dec. 29, 1886.  |
| West Shore and International Bridge.     | May 23, 1882     | Never made a report.   |
| West Davenport.                          | Feb. 25, 1891    |  |
| Williamsport and Binghamton.             | Dec. 17, 1887    | Last report made was for year 1890.  |
| Williamsville, Marlborough and Buffalo.  | Jan. 27, 1888    | Last report made was for year 1888.  |
| Wilson Terminal.                         | Nov. 14, 1889    | Never made a report.   |
| Windsor Beach and Ontario.               | Nov. 30, 1887    | Capital stock of this company surrendered to R. W. and Ogdensb'g Terminal, Feb. 21, 1888.                              |
| Youngstown and Buffalo.                  | Jan. 21, 1888    | Never made a report.   |

## STEAM ROADS—ELEVATED.

|              |               |  |
|--------------|---------------|--|
| Central.     | March 6, 1886 | Corporation dissolved by order of Sup. Court, entered in Kings Co., March 2, 1889. |
| High Bridge. | May 25, 1883  | Sold by sheriff. See R. R. Com'rs Report, 1883.                                    |

## SURFACE STREET ROADS—HORSE, ELECTRIC AND CABLE.

|  |                |   |
|--|----------------|---|
| Amsterdam Electric.                      | June 20, 1888  | Never made a report.  |
| Atlantic Cable.                          | Sept. 24, 1888 | Never made a report.  |
| Auburn and Owaseo Lake Electric.         | June 29, 1889  | Never made a report.  |
| Boutenon.                                | March 17, 1886 | Last report made was for year 1886.                         |
| Bowery Bay and Hunter's Point.           | Oct. 22, 1881  | Never made a report.  |
| Bridge Tunnel.                           | March 17, 1886 | Consolidated with the Brooklyn Sub. Ry. Co., March 5, 1886. |
| Broadway.                                | May 8, 1884    | Last report made was for year 1888.                         |
| Broadway.                                | Oct. 16, 1890  |   |
| Broadway, Lexington and Fifth Avenue.    |                | Last report made was for year 1884.                         |
| Brook Avenue.                            | Aug. 14, 1882  | Last report made was for year 1885.                         |
| Brooklyn Annex.                          | Dec. 24, 1886  | Last report made was for year 1887.                         |
| Brooklyn and Jersey City Ferry.          | Oct. 19, 1887  | Never made a report.  |
| Brooklyn and Jersey City Ferry.          | July 26, 1884  | Never made a report.  |
| Brooklyn Heights.                        | April 1, 1887  | Never made a report.  |
| Brooklyn Heights Cable.                  | March 19, 1886 | Never made a report.  |
| Brooklyn Suburban.                       | March 7, 1887  | Never made a report.  |
| Broome and Delancey Street Crosstown.    | Jan. 16, 1886  | Never made a report.  |
| Broome, Delancey and Spring Street.      | Sept. 8, 1885  | Never made a report.  |
| Buffalo Electric and Cable Street.       | Oct. 2, 1889   | Never made a report.  |
| Buffalo, Tonawanda and Niagara River.    | April 21, 1880 | Never made a report.  |
| Burnet Street Car Co.                    | July 17, 1886  | Last report made was for year 1887.                         |
| Capitol.                                 | May 4, 1891    |   |
| Catskill City.                           | May 20, 1885   | Last report made was for year 1887.                         |
| Chambers Street.                         | June 12, 1884  | Never made a report.  |
| Christopher Street and James Slip Ferry. | July 28, 1885  | Last report made was for year 1890.                         |
| Citizens.                                | Oct. 19, 1885  | Never made a report.  |
| Citizens' Electric (Buffalo).            | Nov. 15, 1887  | Never made a report.  |
| Citizens' Railway of Jamestown.          | Nov. 17, 1890  |   |
| Citizens' Street.                        | Aug. 23, 1890  |   |
| Citizens' Street R. R. Co. of Rochester. | May 16, 1885   | Never made a report.  |
| Citizens' Surface (Hornellville).        | Feb. 20, 1888  | Never made a report.  |

TABLE H—(Continued).

## ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

## SURFACE STREET ROADS—HORSE, ELECTRIC AND CABLE.

| NAME.   | Date of charter. | Remarks.   |
|---|------------------|--|
| Coney Island Electrical.....  | June 2, 1887     | Never made a report.   |
| Corning and Painted Post.....   | June 28, 1888    | Never made a report.   |
| Depot Belt Line.....  | April 26, 1890   |  |
| Dunkirk and Fredonia Rapid Transit.....                               | Jan. 29, 1891    |  |
| East Chester.....   | May 29, 1888     | Never made a report.   |
| East and North River.....   | June 14, 1884    | Last report made was for year 1884.                              |
| East and West (New York city).....                                    | April 4, 1890    | Never made a report.   |
| East River and Newtown.....   | March 9, 1885    | Never made a report.   |
| East River, Central Park and North River.....                         | Nov. 15, 1889    | Last report made was for year 1890.                              |
| East Side of Rochester.....   | July 7, 1887     | Never made a report.   |
| Eleventh Ward (Syracuse).....   | March 7, 1889    | Never made a report.   |
| East and West Ferris.....   | April 27, 1887   | Never made a report.   |
| Eighth Ward (Syracuse).....   | Nov. 6, 1888     | Never made a report.   |
| Ferry Crowsnest.....  | Jan. 18, 1888    | Never made a report.   |
| Fifth Avenue Railroad.....  | May 8, 1884      | Last report made was for year 1885.                              |
| Fifty-ninth Street.....   | Dec. 20, 1884    | Never made a report.   |
| Fifty-second Street, Fifty-third Street<br>and Eastern Boulevard..... | Jan. 11, 1888    | Never made a report.   |
| Flackhill and Matteswan.....  | Feb. 24, 1886    | Last report made was for year 1887.                              |
| Fishing and College Point Electric.....                               | May 9, 1887      | Never made a report.   |
| Fonda and Fulton.....   | Oct. 6, 1884     | Abandoned.   |
| Fort Plain.....   | Nov. 7, 1887     | Last report made was for year 1890.                              |
| Fulton and Cortlandt Street Ferry.....                                | Sept. 5, 1884    | Never made a report.   |
| Fulton Street Crowsnest.....  | April 14, 1887   | Never made a report.   |
| Geddes.....   | March 13, 1886   | Never made a report.   |
| Geneva Electric.....  | July 18, 1890    |  |
| Geneva Surface.....   | June 4, 1891     |  |
| Gloversville Street Electric.....                                     | Jan. 19, 1891    |  |
| Gravesend, Flatlands, Flatbush & B'klyn.....                          | Feb. 26, 1890    | Never made a report.   |
| Harlem, Brook Avenue and Woodstock.....                               | Jan. 21, 1890    | Never made a report.   |
| Harlem Crowsnest.....   | Oct. 9, 1886     | Never made a report.   |
| Harlem and Riverside Park.....  | Aug. 15, 1886    | Never made a report.   |
| Harlem River and Woodstock.....                                       | Nov. 30, 1886    | Never made a report.   |
| Harlem, Mott Haven and Morris Avenue.....                             | Jan. 21, 1890    | Never made a report.   |
| Hornell.....  | Feb. 29, 1888    | Never made a report.   |
| Hornellville.....   | Jan. 10, 1888    | Never made a report.   |
| Houston and Hoboken.....  | Oct. 17, 1888    | Never made a report.   |
| Hunter's Point Ave. and Calvary Cem'y.....                            | Oct. 16, 1888    | Never made a report.   |
| Huntington Street.....  | Feb. 3, 1887     | Never made a report.   |
| Jerome Avenue.....  | July 23, 1889    | Never made a report.   |
| Longbridge Cable.....   | March 15, 1888   | Never made a report.   |
| Laurel Hill, New Calvary and Lu. Cem'y.....                           | March 20, 1885   | Never made a report.   |
| Lexington Avenue and Fourteenth Street.....                           | Aug. 4, 1885     | Last report made was for year 1884.                              |
| Lexington Avenue and South Ferry.....                                 | March 30, 1886   | Never made a report.   |
| Long Island Boynton Bicycle.....                                      | June 13, 1891    |  |
| Lyons.....  | Jan. 24, 1889    | See letter filed with R. R. Comm's Dec. 30, 1889.                |
| Madison Avenue and Twenty-third Street.....                           | Oct. 17, 1885    | Last report made was for year 1889.                              |
| Manhattan Surface.....  | April 1, 1887    | Last report made was for year 1887.                              |
| Mohrse and West Morrisania.....                                       | Aug. 19, 1886    | Last report made was for year 1890.                              |
| Metropolitan Crowsnest.....   | March 22, 1889   | Never made a report.   |
| Metropolitan Surface.....   | Oct. 27, 1885    | Never made a report.   |
| Metropolitan Surface.....   | Jan. 23, 1886    | Never made a report.   |
| Middletown.....   | May 31, 1889     | Never made a report.   |
| Montage Street.....   | Oct. 3, 1885     | Never made a report.   |
| Morris Avenue.....  | July 16, 1885    | Last report made was for year 1885.                              |
| Nassau Cable.....   | June 26, 1884    | Last report made was for year 1884.                              |
| Newburgh.....   | Aug. 1, 1882     | Last report made was for year 1882.                              |
| New Rochelle.....   | Aug. 18, 1885    | Capital stock surrendered to New Rochelle and<br>Pelham in 1888. |
| New York City.....  | May 31, 1884     | Last report made was for year 1884.                              |
| New York City Suburban Surface.....                                   | Dec. 7, 1889     | Never made a report.   |
| New York City Transit.....  | Dec. 30, 1885    | Last report made was for year 1886.                              |
| New York Suburban.....  | Feb. 1, 1886     | Never made a report.   |
| New York Surface.....   | Feb. 1, 1886     | Never made a report.   |
| Niagara River Street.....   | March 14, 1890   | Never made a report.   |
| North New York.....   | July 22, 1885    | Last report made was for year 1888.                              |
| North Side of Rochester.....  | Sept. 13, 1887   | Never made a report.   |
| 1 Third Avenue and Fleetwood Park.....                                | Jan. 27, 1890    | Last report made was for year 1890.                              |
| 2 Park Street.....  | July 20, 1888    | Never made a report.   |
| Hundred and Fifty-sixth Street.....                                   | Dec. 31, 1886    | Never made a report.   |
| Lee Ferry.....  | Sept. 8, 1885    | Never made a report.   |
| and Travers Island.....   | Sept. 18, 1889   | Never made a report.   |
| Electric (Buffalo).....   | Jan. 19, 1884    | Never made a report.   |
| Electric Surface.....   | Nov. 17, 1885    | Last report made was for year 1887.                              |
| Electric Surface of Niagara Falls and<br>Suspension Bridge.....       | March 17, 1891   |  |
| Chester and Eye Beach.....  | Jan. 24, 1887    | Last report made was for year 1887.                              |
| Chester, White Plains & Tarrytown.....                                | Aug. 18, 1888    | Never made a report.   |
| Jervis Electric.....  | Nov. 27, 1889    | Never made a report.   |
| Jervis and Suburban.....  | Sept. 9, 1889    | Never made a report.   |
| a City.....   | Aug. 5, 1887     | Never made a report.   |
| Transit of Troy.....  | July 26, 1890    |  |
| a County.....   | May 2, 1885      | Last report filed was for year 1887.                             |

TABLE H—(Concluded).

## ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

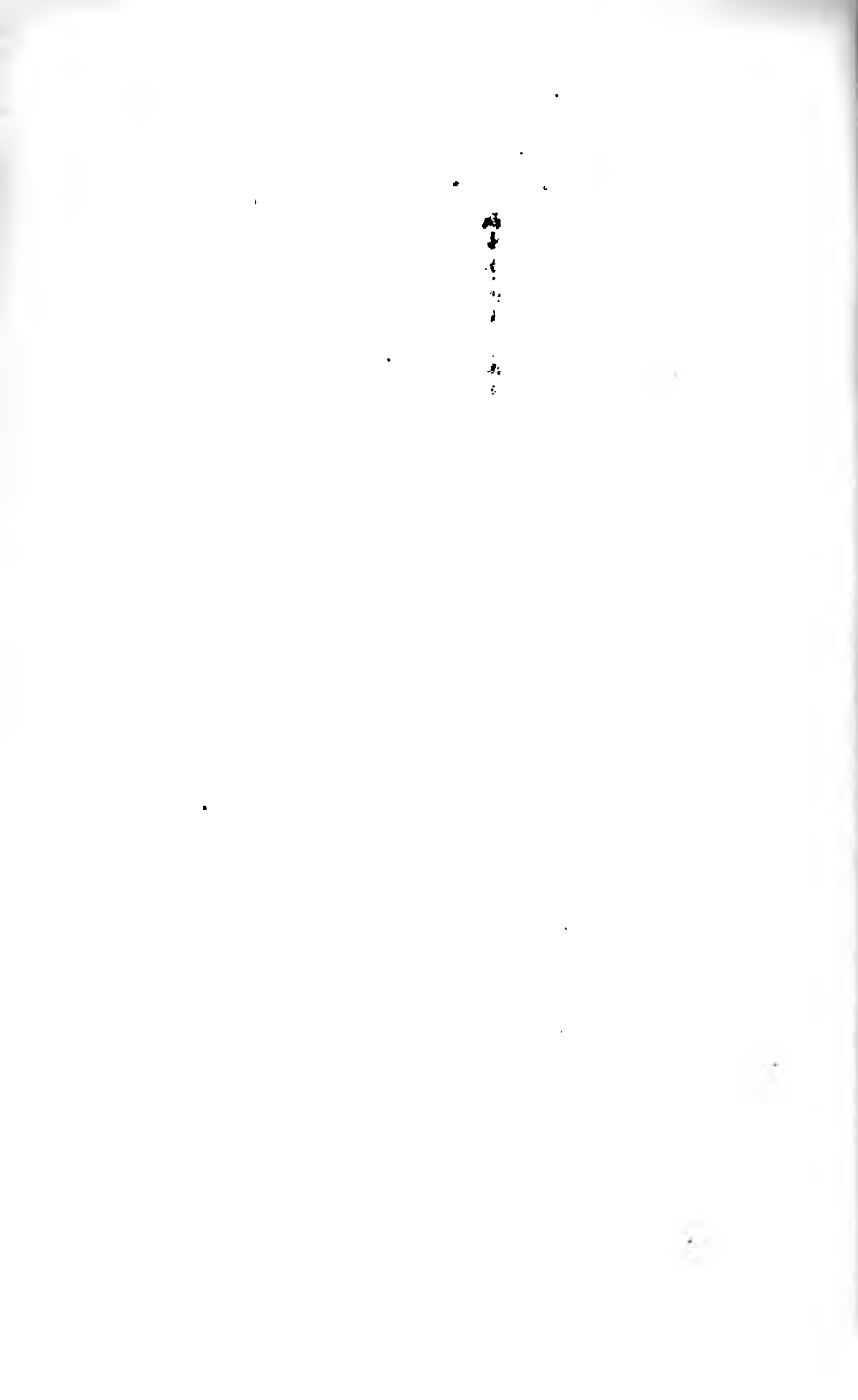
## SURFACE STREET ROADS—HORSE, ELECTRIC AND CABLE.

| NAME.                                    | Date of charter. | Remarks.                                       |
|--|------------------|--|
| Rochester Cable.....                     | July 9, 1887     | Never made a report.                           |
| Rochester City and Brighton Terminal.... | Aug. 9, 1887     | Never made a report.                           |
| Rockland Lake and Valley Cottage.....    | Nov. 22, 1882    | Never made a report.                           |
| Salamanca Electric Surface.....          | Dec. 26, 1890    |  |
| Salina and Oakwood.....                  | March 22, 1888   | Never made a report.                           |
| Saratoga.....                            | Jan. 28, 1887    | Never made a report.                           |
| Saratoga Rapid Transit.....              | Nov. 11, 1890    |  |
| Sauquoit Valley Electric.....            | April 23, 1890   | Never made a report.                           |
| Sea Breeze Avenue.....                   | Nov. 30, 1890    | Last report made was for year 1887.            |
| Seneca Falls, Restvale and Cayuga Lake.. | Jan. 29, 1898    | Never made a report.                           |
| South Avenue Surface.....                | Nov. 3, 1890     |  |
| South Beach.....                         | Oct. 9, 1888     | Never made a report.                           |
| South Brooklyn Street.....               | Sept. 29, 1888   | Never made a report.                           |
| Southern Boulevard.....                  | June 27, 1888    | Last report made was for year 1888.            |
| St. Nicholas Avenue and Crosstown.....   | Oct. 28, 1885    | Never made a report.                           |
| Syracuse.....                            | June 6, 1887     | Never made a report.                           |
| Syracuse Electric.....                   | Feb. 19, 1890    | Never made a report.                           |
| Syracuse Union.....                      | July 9, 1888     | Never made a report.                           |
| Third Street (Newburgh).....             | June 17, 1887    | Last report made was for year 1889.            |
| Thirty-first Street.....                 | Aug. 6, 1885     | Never made a report.                           |
| Thirty-eighth and Thirty-ninth Street... | May 16, 1884     | Never made a report.                           |
| Tonawanda Electric.....                  | June 10, 1890    | Never made a report.                           |
| Tonawanda Street.....                    | April 23, 1890   | Never made a report.                           |
| Union Electric of Saratoga.....          | Nov. 11, 1890    |  |
| Union Passenger R'y and Transfer Co....  | June 25, 1886    | Never made a report.                           |
| Union Street (Brooklyn).....             | March 17, 1890   | Never made a report.                           |
| Valatie and Kinderhook.....              | Dec. 1, 1888     | Never made a report.                           |
| Watertown and Brownville Street.....     | Oct. 23, 1890    | Went into operation since June 30, 1891.       |
| Wall Street Ferry.....                   | Feb. 23, 1888    | Never made a report.                           |
| Wash'gton B'dge, Tremont & Westchester   | Feb. 6, 1890     | Never made a report.                           |
| Westchester County.....                  | Feb. 23, 1894    | Unverified statement filed with Board in 1889. |
| West Brooklyn Electric.....              | Oct. 30, 1890    |  |
| West Chester Electric.....               | March 27, 1891   |  |
| West Side of Rochester.....              | Aug. 6, 1887     | Never made a report.                           |
| West Water Street.....                   | Aug. 26, 1890    |  |
| Yonkers Street.....                      | Feb. 2, 1886     | Never made a report.                           |
| Y'kers, Mt. Vern., Pelham & N. Rochelle. | April 22, 1891   |  |

TABLE I

*Statement of Accidents on Surface Street Roads for year ending June 30, 1891.*

| NAME OF ROAD.                                  | PASSENGERS. |          | EMPLOYEES. |          | OTHERS. |          | TOTAL.  |          |
|--|-------------|----------|------------|----------|---------|----------|---------|----------|
|  | Killed.     | Injured. | Killed.    | Injured. | Killed. | Injured. | Killed. | Injured. |
| Atlantic Avenue.....                           | .....       | 6        | .....      | .....    | 1       | 4        | 1       | 10       |
| Binghamton.....                                | .....       | .....    | .....      | 1        | .....   | .....    | .....   | 1        |
| Broadway (Brooklyn).....                       | .....       | 1        | .....      | .....    | .....   | 1        | .....   | 2        |
| Brooklyn, Bushwick and Queens Co. ....         | .....       | 1        | .....      | 1        | .....   | .....    | .....   | 2        |
| Brooklyn City.....                             | 1           | 10       | .....      | .....    | 6       | 5        | 9       | 15       |
| Brooklyn City and Newtown .....                | .....       | 2        | .....      | .....    | 1       | .....    | 1       | 2        |
| Buffalo.....                                   | 1           | 4        | .....      | .....    | 1       | .....    | 2       | 4        |
| Central Croastown.....                         | .....       | 3        | .....      | .....    | .....   | 3        | .....   | 6        |
| Central Park, North and East River .....       | .....       | 6        | .....      | .....    | 1       | 5        | 1       | 11       |
| Coney Island and Brooklyn .....                | .....       | 6        | .....      | 1        | 1       | 2        | 1       | 9        |
| Dry Dock, E. Broadway and Battery .....        | .....       | .....    | .....      | .....    | .....   | 5        | .....   | 5        |
| Eighth Avenue.....                             | .....       | 2        | .....      | .....    | .....   | 6        | .....   | 8        |
| Forty-second St. and Grand St. Ferry.....      | 1           | 26       | .....      | .....    | .....   | .....    | 1       | 26       |
| Forty-second St., M'hat'vl & St. Nic. Av. .... | .....       | 2        | .....      | 4        | .....   | 4        | .....   | 10       |
| Harl. Bridge, Morrisania & Fordham.....        | .....       | .....    | .....      | 1        | .....   | .....    | .....   | 1        |
| Houston, West St. and Pavonia Ferry.....       | 1           | 7        | .....      | 1        | 4       | 8        | 5       | 16       |
| Hudson Electric.....                           | .....       | .....    | .....      | .....    | 1       | 1        | 1       | 1        |
| New York and Harlem.....                       | 1           | 2        | .....      | .....    | 3       | 2        | 4       | 4        |
| Niagara Falls and Suspension Bridge.....       | .....       | 1        | .....      | .....    | .....   | .....    | .....   | 1        |
| Ninth Avenue.....                              | .....       | 2        | .....      | 1        | 1       | 2        | 1       | 5        |
| Ogdensburg.....                                | .....       | 4        | .....      | .....    | .....   | .....    | .....   | 4        |
| Onelda.....                                    | .....       | 1        | .....      | .....    | .....   | .....    | .....   | 1        |
| People's (Syracuse).....                       | .....       | 2        | .....      | .....    | .....   | .....    | .....   | 2        |
| Second Avenue.....                             | .....       | 4        | .....      | .....    | .....   | .....    | 4       | 6        |
| Sixth Avenue.....                              | .....       | 1        | .....      | .....    | 1       | 1        | 1       | 2        |
| Steinway and Hunter's Point .....              | .....       | 19       | .....      | .....    | .....   | .....    | .....   | 19       |
| Third Avenue.....                              | .....       | 3        | .....      | .....    | .....   | .....    | 3       | 7        |
| Troy and Lansingburgh.....                     | .....       | 1        | .....      | .....    | .....   | 1        | .....   | 2        |
| Twenty-third Street.....                       | .....       | .....    | .....      | .....    | .....   | 5        | .....   | 5        |
| Van Brunt Street and Erie Basin .....          | .....       | 3        | .....      | .....    | .....   | .....    | .....   | 3        |
| Watervliet Turnpike and Railroad....           | 1           | 4        | .....      | 1        | .....   | 2        | 1       | 7        |
| Totals .....                                   | 13          | 129      | .....      | 11       | 23      | 57       | 36      | 197      |



# ADDISON AND PENNSYLVANIA.

(Date of charter, July 23, 1887.)

For history of organization, see Reports of 1887 and 1889.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter .....          | 7,000          | \$700,000        | .....                                |
| Issued for actual cash and now outstanding. | 5,905          | 590,500          | \$590,500                            |

### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| First mortg. bonds   | Aug. 1, 1887 | 30           | P. C. 5   | Feb. and Aug. | \$600,000          | \$397,000 00        | \$397,000                            |
| Income bonds.....    | Aug. 1, 1887 | 30           | 6         | When earned   | 100,000            | 90,939 37           | .....                                |
| Total .....          | .....        | .....        | .....     | .....         | \$700,000          | \$487,939 37        | \$397,000                            |

### Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....                                 | \$4,371 37   | \$4,371 37  |
| Bridges .....  | 1,419 93   | 2,023 62  |
| Superstructure (including ties) .....                              | 5,091 41   | 9,894 55  |
| Rails .....  | 2,474 05   | 18,393 44   |
| Land .....   | 175 00   | 1,755 00  |
| Passenger and freight stations .....                               | .....  | 373 27  |
| Engine and carhouses .....   | .....  | 621 98  |
| Shops, machinery and tools .....                                   | .....  | 731 02  |
| Purchase of constructed road and equipment under foreclosure ..... | .....  | 1,292,887 49  |
| Grand total cost of road and equipment .....                       | \$13,531 76  | \$1,331,051 74  |

### DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| New ties, eight feet in length .....  | \$5,091 41  |
| as 60 lbs. steel rails costing \$30 per ton, less amount received for old sold .....          | 2,474 05    |
| ties and trestle rebuilt with Florida pine, making them wide enough standard-gauge road ..... | 1,419 39    |
| el bank bought for ballast .....  | 175 00      |
| used in widening banks preparatory to changing gauge to standard.                             | 4,371 37    |
| .....   | \$13,531 76 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.          |                |
|---|-----------------------|----------------|
|   | Length in N. Y. State | Entire length. |
| Main line from Addison, N. Y., to Gaines, Penn., single track ..... | 10.50                 | 41             |
| Sidings and turnouts on main line .....                             | 1.021                 | 3.01           |
| Grand total of tracks, sidings and turnouts .....                   | 11.521                | 44.01          |
| Laid with steel rail, main line .....                               | 10.521                | 26.50          |
| Laid with iron rail, main line .....                                | 1                     | 17.51          |

Average life of rails—steel, 14 years, iron, 6 years; average life of ties, 5 years; weight of rails per yard—steel, maximum, 63 lbs., minimum, 40 lbs.; iron, 30 lbs., gauge of track, 3 feet; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                       | From               | To                   | Entire length. | Owned or leased. | Miles laid with steel rail. | Miles laid with iron rail. |
|---|--------------------|----------------------|----------------|------------------|-----------------------------|----------------------------|
| New York and Northern Pennsylvania R. R. .... | Gaines, Penn. .... | Gaileton, Penn. .... | 5              | Operated.        | 1.5                         | 3.5                        |

| BRIDGES.              | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|-----------------------|--------------------|-------------------|--------------|-------------------|
|                       | Number.            | Aggregate length. | Number.      | Aggregate length. |
| Wooden bridges .....  | 1                  | Feet.<br>200      | 3            | Feet.<br>390      |
| Wooden trestles ..... | 6                  | 1,845             | 67           | 11,125            |
| Total .....           | 7                  | 1,845             | 70           | 11,515            |

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers .....         | 3          |                       |                                |                                |                                 |                                   |
| Locomotives, 4 drivers .....         | 3          | \$7,500               | 46,000                         | 10                             | 5                               |                                   |
| Total .....                          | 6          | \$7,500               | 46,000                         | 10                             | 5                               |                                   |
| First-class passenger cars .....     | 2          | .....                 | .....                          | .....                          | 2                               |                                   |
| Second-class passenger cars .....    | 2          | .....                 | .....                          | .....                          | 2                               |                                   |
| Baggage, mail and express cars ..... | 3          | .....                 | .....                          | .....                          | 3                               |                                   |
| Total .....                          | 7          | .....                 | .....                          | .....                          | 7                               |                                   |



## Description of Road and Equipment — (Continued).

| EQUIPMENT.                  | Not owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Box freight cars .....      | 14         | .....                 | .....                          | .....                          | .....                           | .....                             |
| Refrigerator cars .....     | 1          | .....                 | .....                          | .....                          | .....                           | .....                             |
| Flat cars .....             | 38         | .....                 | .....                          | .....                          | .....                           | .....                             |
| Caboose, 4-wheel cars ..... | 2          | .....                 | .....                          | .....                          | .....                           | .....                             |
| Total .....                 | 55         | .....                 | .....                          | .....                          | .....                           | .....                             |

Miller coupler is used on passenger cars; link and pin on box and flat cars. Eames' brake is used on passenger cars; common handbrake on freight cars.  
Common lever switch is used on this road.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Railroads crossing road at grade .....              | .....           | 1            |
| Highway crossings at grade without protection ..... | 5               | 40           |
| Highway crossings over or under grade .....         | 1               | 1            |

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by side transoms.

Wells, Fargo & Co.'s Express operates over this line and pays \$90 per month for 45,000 pounds or under; over that amount, 20 cents per hundred pounds.

No sleeping, parlor or hotel cars are run on this line.

No freight or transportation companies do business over this road.

The United States government pays this company \$2,846.04 per annum for transportation of mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. |
|---|----------|
| Flour .....   | 3,180    |
| Grain .....   | 1,820    |
| Meats and provisions .....  | 1,287    |
| Live stock .....  | 3        |
| Lumber .....  | 34,477   |
| Pig and bar iron and steel .....  | 89       |
| Coal and coke .....   | 2,413    |
| Petroleum and other oils .....  | 352      |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 24,340   |
| All other manufactures .....  | 4,150    |
| All other merchandise .....   | 653      |
| All other agricultural products .....   | 5,647    |
| All other articles not included above .....   | 2,279    |
| Total .....   | 80,690   |

## EMPLOYEES.

|   |             |
|---|-------------|
| Number of persons employed (including officials) during year..... | 143         |
| Gross amount of salaries and wages paid them during year.....     | \$63,224 64 |

## Officers of the Company.

| Name.               | Title.                                | Official Address. |
|---------------------|---------------------------------------|-------------------|
| J. PLATT .....      | President .....                       | New York city.    |
| E. BROOKFIELD ..... | Vice-President .....                  | New York city.    |
| JONES .....         | Secretary .....                       | New York city.    |
| WINNE .....         | Treasurer .....                       | New York city.    |
| W. M. BAKER .....   | Gen. Supt., Freight and Pass. Agent.. | Addison, N. Y.    |

## Directors of the Company.

| Name.                   | Residence.           |
|-------------------------|----------------------|
| T. O. PLATT.....        | New York city.       |
| WM. E. BROOKFIELD ..... | New York city.       |
| J. E. JONES .....       | New York city.       |
| GEORGE SHELDON.....     | New York city.       |
| R. W. OLINTON .....     | Newark Valley, N. Y. |
| F. H. PLATT .....       | New York city.       |
| THOS. F. WOOD.....      | New York city.       |
| C. L. PATTISON .....    | Elkland, Pa.         |
| JAMES HORTON.....       | Buffalo, N. Y.       |
| W. S. GURNEE.....       | New York city.       |
| FRANK M. BAKER .....    | Owego, N. Y.         |

Title of company, Addison and Pennsylvania Railway.

General offices at Addison, N. Y.

Date of close of fiscal year, June 30,

For information concerning this report, address Frank M. Baker, General Superintendent.

## ADIRONDACK.

(Date of charter, July 7, 1882.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....           | 40,000         | \$4,000,000      |
| Issued for property and now outstanding..... | 26,000         | 2,600,000        |
| Number of stockholders.....                  |                | 26               |

| DESIGNATION OF LIEN.   | Amount authorized. | Amount outstanding. |
|--|--------------------|---------------------|
| Trustees' certificates, convertible into second mortgage bonds ..... | \$1,500,000        | \$1,486,637 75      |

## Cost of Road and Equipment.

| ROAD.                                | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--------------------------------------|--|---|
| Grading, masonry and ballast.....    | \$13,331 60  | \$1,657,500 07  |
| Bridges .....                        | 18,890 05  | 140,368 79  |
| Superstructure, including ties.....  | 336 32   | 669,408 05  |
| Rails .....                          | 786 69   | 16 51   |
| Land .....                           |  | 6 58  |
| Land damages .....                   |  | 119 56  |
| Fences .....                         |  | 22  |
| Passenger and freight stations ..... |  | 20 46   |
| Engine and car-houses .....          | 1,000 00   | 20 86   |
| Shops, machinery and tools .....     |  | 2 64  |
| Fuel and water stations.....         | 620 25   | 7 17  |
| Engineering expenses.....            |  | 131 71  |
| Total cost of road.....              | \$35,564 91  | \$2,793, 7  |

## Cost of Road and Equipment — (Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Locomotives.....                            | *\$686 18  | \$32,174 00   |
| Passenger cars.....                         |  | 26,537 82   |
| Mail, baggage and express cars.....         |  | 4,985 00  |
| Freight and other cars.....                 |  | 9,740 00  |
| Total cost of equipment.....                | *\$686 18  | \$73,436 82   |
| Grand total cost of road and equipment..... | \$34,978 73  | \$2,866,479 04  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |           |             |
|--|-----------|-------------|
| Grading for side tracks.....             | \$148 44  |             |
| Grading for extension of main track..... | 65 74     |             |
| Bridge masonry.....                      | 18,106 47 |             |
| Filling trestles.....                    | 616 95    |             |
|  |           | \$13,981 60 |
| Replacing wooden bridges with iron.....  |           | 18,890 05   |
| Superstructure for side tracks.....      | \$281 90  |             |
| Superstructure for bridges.....          | 54 42     |             |
|  |           | 336 32      |
| Turn-table at Hadley.....                |           | 1,000 00    |
| Water station at Saratoga.....           |           | 620 25      |
| Rails for side tracks.....               | \$639 87  |             |
| Rails for extension of main line.....    | 147 82    |             |
|  |           | 786 69      |
| Headlight for locomotives.....           | \$165 22  |             |
| Depreciation of locomotives, 1890†.....  | 751 40    |             |
|  |           | *586 18     |
| Total.....                               |           | \$34,978 73 |

## Income Account for Year Ending June 30, 1891.

|  |            |              |
|--|------------|--------------|
| Gross earnings from operation.....                 |            | \$174,696 54 |
| Less operating expenses (excluding all taxes)..... |            | 122,881 08   |
| Gross income from all sources.....                 |            | \$51,865 46  |
| <i>Deductions from income, as follows, viz.:</i>   |            |              |
| Taxes on property used in operation of road.....   | \$4,615 02 |              |
| Taxes on earnings and capital stock.....           | 750 82     |              |
| Taxes other than above.....                        | 225 88     |              |
|  |            | 5,591 22     |
| Surplus for year ending June 30, 1891.....         |            | \$46,274 24  |

## General Income Account.

|  |                |                |
|--|----------------|----------------|
| Surplus for year ending June 30, 1891..... |                | \$46,274 24    |
| Profit up to June 30, 1890.....            | \$1,335,544 68 |                |
| —† for error.....                          | 19 34          |                |
|  |                | 1,335,525 34   |
| 1 deficit June 30, 1891.....               |                | \$1,289,251 10 |

\* Deduction.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                    | Passengers. | Freight.     | Total.       |
|------------------------------------|-------------|--------------|--------------|
| Freight, all local.....            |             | \$120,693 11 | \$120,693 11 |
| Passengers, through.....           | \$792 58    |              |              |
| Passengers, local.....             | 45,914 99   |              |              |
| Mail.....                          | \$46,707 57 |              | 46,707 57    |
| Extra baggage.....                 | 4,255 40    |              | 4,255 40     |
| Express.....                       | 162 70      |              | 162 70       |
| Newspaper and baggage express..... | 2,686 42    |              | 2,686 42     |
| Rents.....                         | 14 40       |              | 14 40        |
|                                    | 93 78       | 83 16        | 176 94       |
| Total gross earnings.....          | \$53,920 27 | \$120,776 27 | \$174,696 54 |

## OPERATING EXPENSES.

|  |             |             |             |
|--|-------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                      |             |             |             |
| Repairs of track.....  | \$20,949 49 | \$16,910 98 | \$37,860 74 |
| Steel rails laid, 723 tons; cost, \$20,033.65.                 |             |             |             |
| Iron rails laid, 280 tons; cost, \$7,237.28.                   |             |             |             |
| Repairs of roadbed.....  | 2,327 53    | 2,140 98    | 4,468 46    |
| Repairs of bridges (including culverts and cattle-guards)..... | 20 93       | 310 04      | 289 11      |
| Repairs of stations, shops, docks, etc.....                    | 158 43      | 303 60      | 462 03      |
| Repairs of fences.....   | 641 07      | 440 54      | 1,081 61    |
| Other expenses for maintenance of way and structures.....      | 3,938 20    | 3,378 82    | 7,317 02    |
| Total.....   | \$27,993 79 | \$23,484 91 | \$51,478 70 |

|  |            |            |            |
|--|------------|------------|------------|
| <i>Maintenance of equipment:</i>                 |            |            |            |
| Repairs of locomotives.....                      | \$2,184 50 | \$2,146 91 | \$4,331 41 |
| Repairs of cars.....                             | 817 97     | 1,325 22   | 2,143 19   |
| Repairs of machinery and tools.....              | 46 47      | 43 95      | 90 42      |
| Other expenses for maintenance of equipment..... | 700 02     | 625 97     | 1,325 99   |
| Total.....                                       | \$3,748 96 | \$4,142 05 | \$7,891 01 |

|   |             |             |             |
|---|-------------|-------------|-------------|
| <i>Conducting transportation:</i>                 |             |             |             |
| Wages of conductors and men.....                  | \$6,257 77  | \$2,739 51  | \$8,997 28  |
| Wages of engineers and firemen.....               | 3,835 31    | 3,612 34    | 7,447 65    |
| Fuel for locomotives.....                         | 10,047 87   | 9,047 94    | 19,095 81   |
| Oil and waste.....                                | 796 34      | 645 39      | 1,441 73    |
| Water supply.....                                 | 265 77      | 217 24      | 483 01      |
| Other train supplies or expenses.....             | 506 41      | 428 05      | 934 46      |
| Wages of station agents and clerks.....           | 1,933 50    | 1,900 92    | 3,834 42    |
| Wages for labor at stations.....                  | 1,172 65    | 842 72      | 2,015 37    |
| Station supplies.....                             | 214 82      | 185 83      | 400 65      |
| Wages of watchmen, flagmen and switchmen.....     | 637 50      | 598 06      | 1,235 56    |
| Other expenses for conducting transportation..... | 1,126 41    | 1,101 31    | 2,227 72    |
| Total.....  | \$26,794 35 | \$21,319 31 | \$48,113 66 |

|   |             |             |              |
|---|-------------|-------------|--------------|
| <i>General expenses:</i>                                |             |             |              |
| Salaries of general officers and clerks.....            | \$1,699 14  | \$2,990 88  | \$4,690 02   |
| General office expenses and supplies.....               | 686 47      | 496 13      | 1,182 60     |
| Stationery and printing.....                            | 311 78      | 216 74      | 528 52       |
| Outside agencies and advertising.....                   | 114 20      |             | 114 20       |
| Legal expenses.....                                     | 237 94      | 279 58      | 517 52       |
| Loss and damage of freight and baggage.....             | 12 68       | 27 04       | 39 72        |
| Damage to cattle and property.....                      | 114 85      | 92 15       | 207 00       |
| Injuries to persons.....                                | 82 78       | 89 62       | 172 40       |
| Telegraph maintenance and operation.....                | 1,080 19    | 1,045 40    | 2,125 59     |
| Mileage of cars of other companies (debit balance)..... | 1,998 30    | 3,056 79    | 5,055 09     |
| Other general expenses.....                             | 385 28      | 329 82      | 715 10       |
| Total.....  | \$6,723 56  | \$8,624 15  | \$15,347 71  |
| Grand total operating expenses.....                     | \$65,260 66 | \$57,570 42 | \$122,831 08 |

\* Credit.

## General Balance Sheet June 30, 1891.

## ASSETS.

|                        |                |
|------------------------|----------------|
| Cost of road.....      | \$2,793,042 22 |
| Cost of equipment..... | 73,486 82      |

*Current assets, as follows, viz.:*

|                                   |                       |
|-----------------------------------|-----------------------|
| Cash on hand.....                 | 19,844 02             |
| Due by agents.....                | 2,706 51              |
| Open accounts.....                | 4,687 14              |
| Materials and supplies.....       | 27,115 87             |
| Profit and loss (deficiency)..... | 1,289,251 10          |
|                                   | <u>\$4,209,532 98</u> |

## LIABILITIES.

|                    |                |
|--------------------|----------------|
| Capital stock..... | \$2,600,000 00 |
|--------------------|----------------|

*Current liabilities, as follows, viz.:*

|   |                       |
|---|-----------------------|
| Audited vouchers and pay rolls.....                   | 9,126 28              |
| Open accounts.....                                    | 113,768 95            |
| Trustees' certificates for second mortgage bonds..... | 1,486,637 75          |
|   | <u>\$4,209,532 98</u> |

## Traffic and Mileage Statistics.

| ITEM.   | Through. | Local.    | Total.         |
|---|----------|-----------|----------------|
| Number of passengers carried.....               | 331      | 63,727    | 64,058         |
| Number of passengers carried one mile.....      | 18,714   | 1,662,715 | 1,681,429      |
| Number of tons of freight carried.....          |          | 141,328   | 141,328        |
| Number of tons of freight carried one mile..... |          | 4,195,926 | 4,195,926      |
| Passenger train mileage.....                    |          |           | 84,432         |
| Freight train mileage.....                      |          |           | 58,077         |
| All other train mileage.....                    |          |           | 187,677        |
| Total train mileage.....                        |          |           | <u>330,186</u> |

| ITEM.   | Earnings.   | Expenses.   | Loss.                |
|---|-------------|-------------|----------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$53,920 27 | \$55,260 66 | \$11,340 39          |
| Average per passenger carried.....  | 84          | 1 02        | 18                   |
| Average per passenger per mile.....   | 03207       | 03881       | 00674                |
| Average per passenger train per mile.....   | 64          | 77          | 13                   |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 120,776 27  | 57,570 42   | Profit.<br>63,205 85 |
| Average per ton of freight carried.....   | 85          | 41          | 44                   |
| Average per ton of freight per mile.....  | 02878       | 01372       | 01506                |
| Average per freight train per mile.....   | 2 08        | 99          | 1 09                 |

| ITEM.  | Through.        | Local.          | Through and local. |
|--|-----------------|-----------------|--------------------|
| ed on earnings from carrying passengers and freight only.                |                 |                 |                    |
| ge rate received per mile for carrying passengers, all classes.....      | Cents.<br>4.236 | Cents.<br>2.761 | Cents.<br>2.778    |
| ge rate received per mile per ton for carrying freight, all classes..... |                 | 2.876           |                    |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment.

| TRACK.   |  | Miles owned, all<br>in N. Y. State. |
|--|--|-------------------------------------|
| Main line authorized, from Saratoga to Ogdensburg..... |  | 180                                 |
| Main line laid, single track.....                      |  | 56.95                               |
| Sidings and turnouts on main line.....                 |  | 5.94                                |
| Grand total of tracks, sidings and turnouts.....       |  | 62.89                               |
| Laid with steel rail, main line.....                   |  | 51.00                               |
| Laid with iron rail, main line.....                    |  | 11.89                               |

Average life of rails—steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 67 lbs., minimum, 62 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and sand.

| BRIDGES.            | ENTIRE LINE IN NEW YORK<br>STATE. |                      |
|---------------------|-----------------------------------|----------------------|
|                     | Number.                           | Aggregate<br>length. |
| Iron bridges.....   | 12                                | <i>Feet.</i><br>809  |
| Wooden bridges..... | 4                                 | 457                  |
| Total.....          | 16                                | 1,276                |

| EQUIPMENT.                          | No. owned. | Average cost<br>of each. | Maximum<br>weight of each,<br>in lbs. | Average life of<br>each in years. | No. equipped<br>with patent<br>brake. | No. equipped<br>with patent<br>coupler. |
|-------------------------------------|------------|--------------------------|---------------------------------------|-----------------------------------|---------------------------------------|---|
| Locomotives, 6 drivers.....         | 2          | \$4,596                  | 140,950                               | 20                                | 2                                     | .....                                   |
| Locomotives, 4 drivers.....         | 5          |                          | 114,900                               | 20                                | 5                                     | .....                                   |
| Total.....                          | 7          | .....                    | .....                                 | .....                             | 7                                     | .....                                   |
| First-class passenger cars.....     | 6          | \$4,180                  | 37,500                                | 15                                | 6                                     | 6                                       |
| Second-class passenger cars.....    | 1          | 1,200                    | .....                                 | 15                                | 1                                     | 1                                       |
| Combination cars.....               | 1          | 250                      | .....                                 | .....                             | .....                                 | .....                                   |
| Baggage, mail and express cars..... | 4          | 1,248                    | 33,000                                | 15                                | 4                                     | 4                                       |
| Total.....                          | 12         | .....                    | .....                                 | .....                             | 11                                    | 11                                      |
| Box freight cars.....               | 10         | \$300                    | 24,000                                | 10                                | .....                                 | .....                                   |
| Flat freight cars.....              | 43         | 180                      | 15,900                                | 10                                | .....                                 | .....                                   |
| Total.....                          | 53         | .....                    | .....                                 | .....                             | .....                                 | .....                                   |

Westinghouse automatic air brake and Miller coupler are used on passenger cars.  
Three-fourths of the road is equipped with automatic safety switches, balance  
ordinary stub switches.

## Miscellaneous Statistics.

| ITEM.  | Entire li<br>in N. Y. St. |
|--|---------------------------|
| Total assessed value of real estate and personal property of company.... | \$156.                    |
| Length of steel rails laid during year in repairs, miles.....            | 1                         |
| Length of iron rails laid during year in repairs, miles.....             | 2                         |
| Highway crossings at grade without protection.....                       | .....                     |
| Highway crossings at grade protected by gates or flagmen.....            | .....                     |
| Highway crossings over or under grade.....                               | .....                     |
| Overhead obstructions less than twenty feet above track.....             | .....                     |

Passenger cars are heated by the Consolidated Car Heating Company's system, lighted with mineral seal oil 300° test, and ventilated by Creamer and Globe ventilators in transom and elevated roof.

The Adirondack, New England and New York Express Company runs over this line, and pays 1½ first-class tariff rates for all freight.

Wagner Palace Car Company's cars run over this road and receive 8 cents per mile run for sleeping cars. Railroad company lubricates and cleans outside of cars. No additional charge by railroad company.

The Wagner Palace Car Company was paid during the year \$233.79.

Mails are transported for the compensation fixed by the government.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. | Per cent. |
|---|----------|-----------|
| Flour .....   | 1,807    | 1.28      |
| Grain .....   | 6,570    | 4.65      |
| Meats and provisions .....  | 680      | .48       |
| Live stock .....  | 145      | .10       |
| Lumber .....  | 18,025   | 12.75     |
| Pig and bar iron and steel .....  | 384      | .27       |
| Iron or other ores .....  | 812      | .57       |
| Coal and coke .....   | 11,379   | 8.05      |
| Petroleum and other oils .....  | 958      | .68       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 26,591   | 18.82     |
| All other manufactures .....  | 4,421    | 3.13      |
| All other merchandise .....   | 2,543    | 1.80      |
| All other agricultural products .....   | 2,007    | 1.42      |
| All other articles not included above .....   | 65,006   | 45.       |
| Total .....   | 141,328  | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Employees ..... | 4        | 1       | 5      |

## EMPLOYEES.

Average number of persons employed (including officials) during year ... 145  
 Aggregate amount of salaries and wages paid them during year ..... \$72,328 80

## Officers of the Company.

| Name.                   | Title.                        | Official Address. |
|-------------------------|-------------------------------|-------------------|
| R. SUYDAM GRANT .....   | President .....               | New York city.    |
| HORACE G. YOUNG .....   | Vice-President .....          | Albany.           |
| CHARLES A. WALKER ..... | Secretary and Treasurer ..... | New York city.    |

## Directors of the Company.

| Name.                   | Residence.       |
|-------------------------|------------------|
| R. SUYDAM GRANT .....   | New York city.   |
| WILLIAM W. DURANT ..... | New York city.   |
| WARNER MILLER .....     | Herkimer, N. Y.  |
| FREELING H. SMITH ..... | New York city.   |
| WILLIAM L. STRONG ..... | New York city.   |
| JOSEPH WILLCOX .....    | New York city.   |
| ESTER GRISWOLD .....    | New York city.   |
| MRS. ROOSEVELT .....    | Hyde Park, N. Y. |
| RACHE G. YOUNG .....    | Albany, N. Y.    |
| BERT OLYPHANT .....     | New York city.   |
| MRS. O. HARTT .....     | New York city.   |
| CHARLES A. WALKER ..... | New York city.   |
| M. OLYPHANT .....       | New York city.   |

of company, Adirondack Railway Company.

eral offices at No. 21 Cortlandt street, New York city.

of close of fiscal year, June 30.

of stockholders' annual meeting, second Wednesday in September.

information concerning this report, address C. A. Walker, Secretary.

## ALBANY AND SUSQUEHANNA.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 19, 1851.)

(For history of organization, see Report of 1885.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....                         | 14,000         | *\$1,400,000     |
| Issued for actual cash and on account of construction .... | 35,000         | 3,500,000        |

Number of stockholders..... 521

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Date.     | When payable. |                    |                     |                                      |
| First con. mort. bds | Apr. 1, 1876 | 30           | p.c.      | Apr. & Oct. } | \$10,000,000       | \$3,000,000         | \$3,000,000                          |
| First con. mort. bds | Apr. 1, 1876 | 30           | 7         | Apr. & Oct. } |                    | 7,000,000           | 7,000,000                            |
| Albany c'y lo'n bds  | Nov. 6, 1865 | 30           | 6         | May & Nov.    | 250,000            | 7250,000            | 916,625                              |
| Albany c'y lo'n bds  | May 1, 1866  | 30           | 6         | May & Nov.    | 250,000            | 7250,000            |                                      |
| Albany c'y lo'n bds  | Nov. 1, 1866 | 30           | 6         | May & Nov.    | 250,000            | 7250,000            |                                      |
| Albany c'y lo'n bds  | May 1, 1867  | 30           | 6         | May & Nov.    | 250,000            | 7250,000            |                                      |
| Total.....           |              |              |           |               | \$11,000,000       | \$11,000,000        | \$10,916,625                         |

## Cost of Road and Equipment.

| ROAD.  | Total cost up to June 30, 1891. |
|--|---------------------------------|
| Grading, masonry and ballast .....                   | \$2,921,436 31                  |
| Bridges.....   | 370,460 72                      |
| Superstructure (including ties) and rails .....      | 3,462,077 03                    |
| Land, land damages and fences .....                  | 627,969 49                      |
| Passenger, freight, fuel and water stations .....    | 487,673 40                      |
| Engine, car-houses, shops, machinery and tools ..... | 281,585 27                      |
| Engineering expenses.....                            | 231,207 49                      |
| Interest and discount charged to construction.....   | 829,775 16                      |
| Telegraph line.....                                  | 34,788 70                       |
| Contingents.....                                     | 195,571 1                       |
| Total cost of road.....                              | \$9,442,534 8                   |

\* Increased to \$4,000,000 by act chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease, March 7, 1876; both the original and amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company, at their meetings held respectively May 3, 1870, and April 25, 1876.

† The sinking fund for retiring these bonds amounted October 31, 1890, to \$474,275.43.



# ALBANY AND SUSQUEHANNA.

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| EQUIPMENT.   |                        |
|--|------------------------|
| Locomotives .....                                    | \$1,222,722 00         |
| Passenger cars .....                                 | 259,400 00             |
| Mail, baggage, express, freight and other cars ..... | 3,276,109 74           |
| Total cost of equipment .....                        | <u>\$4,758,231 74</u>  |
| Grand total cost of road and equipment .....         | <u>\$14,200,766 55</u> |

## Income Account for Year Ending June 30, 1891.

### Gross income from all sources, as follows, viz.:

|   |                     |
|---|---------------------|
| Rental under the lease .....  | \$935,000 00        |
| Allowance for maintaining organization to March 1, 1891 .....   | 500 00              |
| Payment to sinking fund by lessee .....   | 10,000 00           |
| Interest on investments and deposits reported by the trustees of the sinking fund of the city of Albany, for the year ending October 31, 1890 ..... | 19,991 05           |
| Gross income from all sources .....   | <u>\$965,491 05</u> |

### Deductions from income, as follows, viz.:

|   |                     |
|---|---------------------|
| Interest on funded debt due and accrued ..... | \$690,000 00        |
| Other disbursements .....                     | 1,007 55            |
|   | <u>691,007 55</u>   |
| Net income from all sources .....             | <u>\$274,483 50</u> |

### Payments from net income, as follows, viz.:

|  |                    |
|--|--------------------|
| Two dividends declared, each 3% per cent on \$3,500,000 common stock ..... | 245,000 00         |
| Surplus for year ending June 30, 1891 .....                                | <u>\$29,483 50</u> |

## General Income Account.

|   |                     |
|---|---------------------|
| Surplus for year ending June 30, 1891 .....             | \$29,483 50         |
| Surplus up to June 30, 1890 .....                       | 184,826 64          |
| Balance of income account, surplus, June 30, 1891 ..... | <u>\$184,310 14</u> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |                        |
|--|------------------------|
| Cost of road .....                             | \$9,442,534 81         |
| Cost of equipment .....                        | 4,758,231 74           |
| Other permanent investments, as follows, viz.: |                        |
| Stock of other companies .....                 | 7,000 00               |
| Current assets, as follows, viz.:              |                        |
| Cash on hand .....                             | \$1,866 42             |
| Land fund .....                                | 401 74                 |
| Sinking fund .....                             | 474,275 43             |
|  | <u>476,543 59</u>      |
|  | <u>\$14,684,310 14</u> |

### LIABILITIES.

|  |                        |
|--|------------------------|
| Capital stock .....                      | \$3,500,000 00         |
| Funded debt .....                        | 11,000,000 00          |
| Balance of income account, surplus ..... | 184,310 14             |
|  | <u>\$14,684,310 14</u> |

## Officers of the Company.

| Name.                      | Title.                        | Official Address. |
|----------------------------|-------------------------------|-------------------|
| ROBERT OLYPHANT .....      | President .....               | New York city.    |
| WILLIAM L. M. PHELPS ..... | Secretary and Treasurer ..... | Albany, N. Y.     |

## Directors of the Company.

| Name.                      | Residence.        |
|----------------------------|-------------------|
| ROBERT M. OLYPHANT .....   | New York city.    |
| ORACE G. YOUNG .....       | Albany, N. Y.     |
| EDWARD HARDER .....        | Cobleskill, N. Y. |
| WILLIAM L. M. PHELPS ..... | Albany, N. Y.     |
| JAMES ROOSEVELT .....      | Hyde Park, N. Y.  |
| HENRY M. OLMSTED .....     | Morristown, N. J. |
| GEORGE L. WILBER .....     | Oneonta, N. Y.    |
| LUFRED VAN SANTVOORD ..... | New York city.    |

| <i>Name.</i>                 | <i>Residence.</i> |
|------------------------------|-------------------|
| BENJAMIN H. BRISTOW .....    | New York city.    |
| ROBERT OLYPHANT .....        | New York city.    |
| WILLIAM H. TILLINGHAST ..... | New York city.    |
| ROBERT C. PRUYN .....        | Albany, N. Y.     |
| JAMES H. MANNING .....       | Albany, N. Y.     |
| *ANTHONY N. BRADY .....      | Albany, N. Y.     |

Title of Company, The Albany and Susquehanna Railroad Company.

General offices at Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders annual meeting, third Tuesday in September.

For information concerning this report, address W. L. M. Phelps, Secretary.

## ALBANY AND SUSQUEHANNA.

### LESSEE.

#### Lessee's Expenditures for Cost of Road and Equipment

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....           | \$24,140 59  | \$71,856 62   |
| Bridges .....                               | 1,005 53   | 35,834 84   |
| Superstructure (including ties).....        | 21,112 60  | 69,357 17   |
| Balls .....                                 | 11,314 19  | 46,022 83   |
| Land .....                                  | .....  | 887 60  |
| Land damages .....                          | 858 80   | 1,085 80  |
| Passenger and freight stations .....        | 2,378 60   | 65,657 17   |
| Engine and car-houses.....                  | .....  | 2,911 94  |
| Fuel and water stations.....                | 5,551 70   | 40,004 70   |
| Engineering expenses.....                   | .....  | 610 00  |
| Total cost of road.....                     | \$66,362 01  | \$334,828 67  |
| <b>EQUIPMENT.</b>                           |  |   |
| Locomotives.....                            | \$124,896 92   | \$239,790 30  |
| Passenger cars .....                        | .....  | 721,900 00  |
| Freight and other cars .....                | 12,372 15  | 1,011,244 88  |
| Total cost of equipment.....                | \$137,269 07   | \$1,229,135 13  |
| Grand total cost of road and equipment..... | \$203,631 08   | \$1,563,963 80  |

#### DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

| ROAD.  |            |            |
|--|------------|------------|
| Grading for side tracks.....   |            | \$5,046 28 |
| Grading for second track.....  |            | 3,059 05   |
| Bridge masonry .....   |            | 6,928 51   |
| Filling trestles.....  |            | 9,106 75   |
| Replacing wooden bridges with iron .....   |            | 1,005 53   |
| Superstructure for side tracks.....  |            | 12,659 12  |
| Superstructure for second track.....   |            | 8,355 12   |
| Superstructure for bridges.....  |            | 98 --      |
| Balls for side tracks.....   |            | 8,466      |
| Balls for second track.....  |            | 2,844      |
| Release of claim to underground cattle-pass at Coleville, N. Y.,<br>account filling of bridges.....                  | \$1,108 80 |            |
| Less amount received from Asylum and Park R. R. Co. for<br>privilege of crossing D. and H. tracks at Binghamton..... | 250 00     |            |

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\* Elected by the common council of the city of Albany, March 2, 1891, pursuant to section 8 of an act of the Legislature of the State of New York, entitled "An act to author. the city of Albany to make a loan to the Albany and Susquehanna Railroad Company passed April 10, 1852.

† Credit.

# ALBANY AND SUSQUEHANNA.

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|   |                    |
|---|--------------------|
| Paid West Shore road half cost new depot at Voorheesville, N. Y ..... | \$1,608 66         |
| Coal conveyor, Quaker Street .....                                    | 769 94             |
| Water station at Albany .....   | 2,540 91           |
| Water station at Oneonta .....  | 3,010 79           |
| <b>Total</b> .....  | <b>\$66,862 01</b> |

## EQUIPMENT.

|   |                     |
|---|---------------------|
| Four switching locomotives and fixtures for two ..... | \$29,317 92         |
| One locomotive transferred from R. and S. R. R. ....  | 8,000 00            |
| Nine mogul locomotives .....                          | 87,579 00           |
| Five 4-wheel caboose cars .....                       | 2,012 90            |
| Four hundred couplers for 200 platform cars .....     | 5,000 00            |
| Five hundred couplers for 250 box cars .....          | 6,260 00            |
| Salary and expenses of car inspector .....            | 185 00              |
| Depreciation of cars during 1890 .....                | *1,086 78           |
| <b>Total</b> .....                                    | <b>\$137,269 07</b> |

## Income Account for Year Ending June 30, 1891.

|   |                       |
|---|-----------------------|
| Gross earnings from operation .....                 | \$3,790,164 57        |
| Less operating expenses (excluding all taxes) ..... | 2,256,589 92          |
| <b>Gross income from all sources</b> .....          | <b>\$1,533,574 45</b> |

### Deductions from income, as follows, viz.:

|   |                     |
|---|---------------------|
| Rentals .....                                     | \$1,079,272 10      |
| Taxes on property used in operation of road ..... | 46,776 77           |
| Taxes on earnings and capital stock .....         | 9,602 23            |
| Taxes other than above .....                      | 1,617 43            |
|   | <b>1,137,268 53</b> |

|   |                     |
|---|---------------------|
| Surplus for year ending June 30, 1891 ..... | <b>\$396,305 92</b> |
|---|---------------------|

## General Income Account.

|   |                       |
|---|-----------------------|
| Surplus for year ending June 30, 1891 ..... | \$396,305 92          |
| Surplus up to June 30, 1890 .....           | 1,280,938 50          |
| <b>Total surplus June 30, 1891</b> .....    | <b>\$1,677,244 42</b> |

## DETAILED STATEMENT OF RENTALS.

|   |              |
|---|--------------|
| Dividend on stock .....   | \$245,000 00 |
| Interest on bonds .....   | 700,000 00   |
| Maintaining organization .....  | 1,000 00     |
| Interest on bonds of Schenectady and Duaneburgh Railroad Company ..   | 30,000 00    |
| Interest on equipment of the Delaware and Hudson Canal Company, and on improvements on the Albany and Susquehanna and branches made by the lessee ..... | 92,021 46    |
| Rent of Cherry Valley, Sharon and Albany Railroad .....   | 11,250 64    |

|   |                       |
|---|-----------------------|
| <b>Total amount of rentals deducted from income</b> ..... | <b>\$1,079,272 10</b> |
|---|-----------------------|

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                                     | Passenger.          | Freight.              | Total.                |
|-------------------------------------|---------------------|-----------------------|-----------------------|
| Freight, through .....              | \$1,256,493 97      |                       |                       |
| Freight, local .....                | 2,024,786 49        |                       |                       |
| <b>Passengers, through</b> .....    | <b>\$68,988 04</b>  | <b>\$3,281,280 46</b> | <b>\$3,281,28 46</b>  |
| Passengers, local .....             | 365,370 20          |                       |                       |
| <b>Mail</b> .....                   | <b>\$424,388 24</b> |                       | <b>424,388 24</b>     |
| Newspaper and baggage express ..... | 23,392 40           |                       | 23,392 40             |
| Rees .....                          | 1,250 04            |                       | 1,250 04              |
| On baggage .....                    | 38,322 82           |                       | 38,322 82             |
| Miscellaneous, as follows, viz.:    | 2,711 32            |                       | 2,711 32              |
| Telegraph .....                     | \$9,619 03          |                       |                       |
| Photograph .....                    | 5,830 06            |                       |                       |
| Postoffice service .....            | 3,400 00            |                       |                       |
|                                     | <b>3,670 75</b>     | <b>15,178 34</b>      | <b>18,849 09</b>      |
| <b>Total gross earnings</b> .....   | <b>\$493,705 57</b> | <b>\$3,296,458 80</b> | <b>\$3,790,164 37</b> |

\* Deduction.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

## OPERATING EXPENSES.

|   | Passenger.   | Freight.       | Total.         |
|---|--------------|----------------|----------------|
| <i>Maintenance of way and structures:</i>                       |              |                |                |
| Repairs of track .....  | \$32,485 62  | \$158,292 16   | \$190,777 78   |
| Steel rails laid, 3,315 17-20 tons, cost .....                  |              |                | \$105,751 66   |
| Iron rails laid, cost .....                                     |              |                | 845 97         |
| Repairs of roadbed .....  | 6,000 14     | 29,393 37      | 35,393 51      |
| Repairs of bridges (including culverts and cattle-guards) ..... | 2,603 24     | 12,467 42      | 15,070 66      |
| Repairs of stations, shops, docks, etc. ....                    | 1,907 79     | 8,198 90       | 10,106 69      |
| Repairs of fences .....   | 1,221 19     | 5,856 40       | 7,077 59       |
| Other expenses for maintenance of way and structures .....      | 7,526 71     | 37,627 71      | 45,154 42      |
| Total .....   | \$51,744 69  | \$251,835 96   | \$303,580 65   |
| <i>Maintenance of equipment:</i>                                |              |                |                |
| Repairs of locomotives .....                                    | \$24,263 44  | \$134,338 71   | \$158,602 15   |
| Repairs of cars .....   | 28,086 45    | 274,140 49     | 302,226 94     |
| Repairs of machinery and tools .....                            | 1,304 97     | 6,508 01       | 7,812 98       |
| Other expenses for maintenance of equipment .....               | 4,862 78     | 24,282 89      | 29,145 67      |
| Total .....   | \$58,517 64  | \$439,270 10   | \$497,787 74   |
| <i>Conducting transportation:</i>                               |              |                |                |
| Wages of conductors and men .....                               | \$32,989 75  | \$235,138 69   | \$268,128 44   |
| Wages of engineers and firemen .....                            | 43,649 86    | 236,007 12     | 279,656 98     |
| Fuel for locomotives .....                                      | 74,867 69    | 390,829 87     | 465,697 46     |
| Oil and waste .....   | 4,944 04     | 30,521 15      | 35,465 19      |
| Water supply .....  | 1,906 31     | 9,481 62       | 11,387 93      |
| Other train supplies or expenses .....                          | 3,836 13     | 15,467 39      | 19,303 52      |
| Wages of station agents and clerks .....                        | 12,883 11    | 43,426 22      | 56,309 33      |
| Wages for labor at stations .....                               | 6,992 02     | 66,076 71      | 73,068 73      |
| Station supplies .....  | 2,963 85     | 3,434 79       | 6,398 64       |
| Wages of watchmen, flagmen and switchmen .....                  | 11,295 73    | 23,200 61      | 34,496 34      |
| Other expenses for conducting transportation .....              | 4,304 84     | 23,415 14      | 27,719 98      |
| Total .....   | \$200,633 23 | \$1,076,999 31 | \$1,277,632 54 |
| <i>General expenses:</i>  |              |                |                |
| Salaries of general officers and clerks .....                   | \$12,247 56  | \$31,907 82    | \$44,155 38    |
| General office expenses and supplies .....                      | 2,263 69     | 5,587 40       | 7,851 09       |
| Stationery and printing .....                                   | 3,391 24     | 7,746 46       | 11,137 70      |
| Outside agencies and advertising .....                          | 4,126 22     | 18,541 99      | 22,668 21      |
| Legal expenses .....  | 369 41       | 1,925 67       | 2,295 08       |
| Loss and damage of freight and baggage .....                    | 75 20        | 4,025 82       | 4,101 02       |
| Damage to cattle and property .....                             | 638 50       | 726 50         | 1,365 00       |
| Injuries to persons .....                                       | 987 19       | 12,747 71      | 13,734 90      |
| Telegraph maintenance and operation .....                       | 9,830 42     | 31,422 48      | 41,252 90      |
| Mileage of cars of other companies (debit balance) .....        | *5,603 72    | 24,790 85      | 19,187 13      |
| Other general expenses .....                                    | 1,452 19     | 8,388 39       | 9,840 58       |
| Total .....   | \$29,777 90  | \$147,811 09   | \$177,588 99   |
| Grand total operating expenses .....                            | \$340,673 46 | \$1,915,916 46 | \$2,256,589 92 |

## Traffic and Mileage Statistics.

| ITEM.  | Through.    | Local.      | Total.      |
|--|-------------|-------------|-------------|
| Number of passengers carried .....               | 28,693      | 653,550     | 682,243     |
| Number of passengers carried one mile .....      | 3,071,933   | 15,341,019  | 18,412,952  |
| Number of tons of freight carried .....          | 1,847,050   | 1,797,770   | 3,644,820   |
| Number of tons of freight carried one mile ..... | 248,595,777 | 148,567,645 | 397,163,422 |

\* Deduction.

## Traffic and Mileage Statistics—(Continued).

| ITEM.                        | Through. | Local. | Total.    |
|------------------------------|----------|--------|-----------|
| Passenger train mileage..... | .....    | .....  | 573,842   |
| Freight train mileage.....   | .....    | .....  | 1,817,522 |
| All other train mileage..... | .....    | .....  | 20,585    |
| Total train mileage.....     | .....    | .....  | 2,411,949 |

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$493,705 57 | \$340,873 46 | \$153,032 11 |
| Average per passenger carried.....   | 72           | 50           | 22           |
| Average per passenger per mile.....  | 02596        | 01792        | 00804        |
| Average per passenger train per mile.....  | 86           | 59           | 27           |
| Freight earnings and expenses (including miscellaneous earnings).....                | 3,296,458 80 | 1,915,916 46 | 1,380,542 34 |
| Average per ton of freight carried.....  | 90           | 52           | 38           |
| Average per ton of freight per mile.....   | 00830        | 00492        | 00348        |
| Average per freight train per mile.....  | 1 81         | 1 06         | 76           |

| ITEM.   | Through.     | Local.       | Through and local. |
|---|--------------|--------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               | .....        | .....        | .....              |
| Average rate received per mile for carrying passengers, all classes.....      | Cents. 1.606 | Cents. 2.382 | Cents. 2.232       |
| Average rate received per mile per ton for carrying freight, all classes..... | 0.505        | 1.363        | 0.826              |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                | Miles leased, all in N. Y. State. | TOTAL MILES.           |                |
|--|------------------------|----------------|-----------------------------------|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. |                                   | Length in N. Y. State. | Entire length. |
| Main line from Albany to Binghamton, single track..... | .....                  | .....          | 142.59                            | 142.59                 | 142.59         |
| Branches or other roads, single track.....             | 27.58                  | 31.94          | 34.83                             | 62.41                  | 66.77          |
| Total single track.....                                | 27.58                  | 31.94          | 177.42                            | 205.00                 | 209.36         |
| Second track on main line.....                         | 1.00                   | 1.00           | 69.26                             | 70.26                  | 70.26          |
| Sidings and turnouts on main line.....                 | 8.56                   | 9.77           | 82.22                             | 90.78                  | 91.99          |
| Sidings and turnouts on branches or other roads.....   | 1.07                   | 1.07           | 4.25                              | 5.32                   | 5.32           |
| Total sidings and turnouts.....                        | 9.63                   | 10.84          | 86.47                             | 96.10                  | 97.31          |
| Total of tracks, sidings and turnouts.....             | 38.21                  | 43.78          | 333.15                            | 371.36                 | 376.93         |
| with steel rail, main line.....                        | 17.65                  | 22.01          | 211.85                            | 229.50                 | 233.86         |
| with steel rail, branches or other roads.....          | 9.93                   | 9.93           | 34.83                             | 44.76                  | 44.76          |
| with iron rail, main line.....                         | .....                  | .....          | 82.22                             | 82.22                  | 82.22          |
| with iron rail, branches or other roads.....           | 1.07                   | 1.07           | 4.25                              | 5.32                   | 5.32           |

average life of rails—steel, 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.               | From            | To              | Length in New York State. | Entire length. | Owned or leased. | Miles laid with steel rail. |
|---------------------------------------|-----------------|-----------------|---------------------------|----------------|------------------|-----------------------------|
| Schenectady and Duaneburgh.....       | Schenectady...  | Duanesburgh..   | 13.79                     | 13.79          | Leased.          | 13.79                       |
| Cherry Valley, Sharon and Albany..... | Cobleskill Junc | Cherry Valley.. | 21.04                     | 21.04          | Leased.          | 21.04                       |
| Schenectady and Mechanicville.....    | East Glenville. | Coons .....     | 9.93                      | 9.93           | Owned.           | 9.93                        |
| Lackawanna and Susquehanna .....      | Nineveh.....    | Jefferson Junc. | 17.65                     | 22.01          | Owned.           | 22.01                       |

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 91                 | 6,807             | 95           | 6,995             |
| Wooden bridges ..... | 11                 | 514               | 12           | 560               |
| Wooden trestles..... | 14                 | 1,045             | 14           | 1,045             |
| Total.....           | 116                | 8,366             | 121          | 8,600             |

| EQUIPMENT.                   | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Inspection locomotive.....   | 1          | .....       | 1             |                       |                                |                                | 1                               | .....                             |
| Locomotives, 8 drivers ..... | .....      | 8           | 3             |                       |                                |                                | .....                           | .....                             |
| Locomotives, 6 drivers ..... | 38         | 78          | 116           | \$9,220               | 155,720                        | 20                             | 9                               | .....                             |
| Locomotives, 4 drivers ..... | 1          | 21          | 22            |                       |                                |                                | 22                              | .....                             |
| Total.....                   | 40         | 102         | 142           | .....                 | .....                          | .....                          | 32                              | .....                             |
| First-class passenger cars.  | *4         | 42          | 38            | \$4,368               | 45,744                         | 15                             | 38                              | 38                                |
| Second-class passenger cars. | 3          | 1           | 4             | 1,500                 | 35,000                         | 15                             | 4                               | 4                                 |
| Baggage, mail and ex. cars   | 2          | 15          | 17            | 1,580                 | 48,418                         | 15                             | 17                              | 17                                |
| Total.....                   | 1          | 58          | 59            | .....                 | .....                          | .....                          | 59                              | 59                                |
| Box freight cars.....        | 650        | 793         | 1,443         | \$521 00              | 28,000                         | 10                             | .....                           | 700                               |
| Stock freight cars.....      | .....      | 108         | 108           | 489 00                | 20,000                         | 10                             | .....                           | .....                             |
| Coal freight cars .....      | 1,102      | 6,444       | 7,546         | 420 10                | 24,500                         | 10                             | .....                           | 2,080                             |
| Flat freight cars .....      | 200        | 297         | 497           | 448 00                | 21,500                         | 10                             | .....                           | 350                               |
| Caboose, 4-wheel cars.....   | 5          | 50          | 55            | 445 70                | 10,000                         | 10                             | .....                           | .....                             |
| Caboose, 8-wheel cars.....   | *1         | 3           | 2             | 475 00                | 21,000                         | 10                             | .....                           | .....                             |
| Service cars.....            | .....      | 5           | 5             | 842 00                | .....                          | 10                             | .....                           | .....                             |
| Total.....                   | 1,956      | 7,700       | 9,656         | .....                 | .....                          | .....                          | .....                           | ?                                 |

Passenger cars equipped with Westinghouse automatic air-brake and Miller coupler; Mark's automatic, Gould and standard couplers, are used on freight cars.

About four-fifths of the line equipped with the automatic safety switch: the remainder with ordinary stub switch.

\* Deductions.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....           | 645.22          | 649.58       |
| Total assessed value of real estate of company .....           | \$2,596,407     | \$2,596,407  |
| Length of steel rails laid during year in repairs, miles ..... | 34.59           | 34.59        |
| Length of iron rails laid during year in repairs, miles .....  | 0.83            | 0.83         |
| Railroads crossing road at grade .....                         | 4               | 4            |
| Railroads crossing road over or under grade .....              | 3               | 3            |
| Highway crossings at grade without protection .....            | 170             | 172          |
| Highway crossings at grade protected by gates or flagmen ..... | 34              | 34           |
| Highway crossings over or under grade .....                    | 21              | 21           |
| Overhead obstructions less than twenty feet above track ..     | 20              | 20           |

Passenger cars are heated by the Consolidated Car-heating Company's system, lighted with mineral seal oil, 300° test, and ventilated by Creamer and Globe ventilators in transoms and elevated roof.

The National Express Company runs over this line, and pays 1½ first-class tariff rates for local freight; first-class rates between competing points; 29 cents for through freight; also 10 per cent of its profits.

Wagner Palace Car Company runs its cars over this road, and is paid three cents per mile run for sleeping cars and one cent per mile for drawing-room cars. The railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company also runs cars on this road, at the rate of three cents per mile run. The railroad company makes no additional charge. The Wagner Palace Car Company was paid during the year \$2,720.80, and the Pullman Company \$3,540.91.

The mails are carried for the compensation fixed by the United States government.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour .....  | 107,546   | 2.96      |
| Grain .....  | 196,255   | 5.36      |
| Meats and provisions .....   | 107,878   | 2.96      |
| Live stock .....   | 30,226    | .83       |
| Lumber .....   | 141,889   | 3.89      |
| Pig and bar iron and steel .....   | 110,104   | 3.02      |
| Iron or other ores .....   | 175,856   | 4.82      |
| Coal and coke .....  | 1,967,847 | 53.99     |
| Petroleum and other oils .....   | 32,287    | .89       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State .. | 68,456    | 1.74      |
| All other manufactures .....   | 137,700   | 3.78      |
| All other merchandises .....   | 33,512    | .92       |
| All other agricultural products .....  | 230,636   | 6.33      |
| All other articles not included above .....  | 310,928   | 8.53      |
| Total .....  | 3,644,820 | 100       |

## NUMBER OF ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 2        | .....   | 2      |
| Employees .....  | 61       | 14      | 75     |
| Others .....     | 10       | 10      | 20     |
| Total .....      | 73       | 24      | 97     |

## EMPLOYEES.

Age number of persons employed (including officials) during year... 2,491  
 Aggregate amount of salaries and wages paid them during year..... \$1,332,015 09

## Officers of the Lessee Company.

| Name.                  | Title.                      | Official Address. |
|------------------------|-----------------------------|-------------------|
| BERT M. OLYPHANT ..... | President .....             | New York city.    |
| GRAND B. CANNON .....  | Vice-President .....        | New York city.    |
| BRACE G. YOUNG .....   | Second Vice-President ..... | Albany, N. Y.     |
| JOSEPH C. HART .....   | Treasurer .....             | New York city.    |
| ARLES A. WALKER .....  | Assistant Treasurer .....   | New York city.    |
| M. OLYPHANT .....      | Secretary .....             | New York city.    |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Directors of the Lessee Company.

| <i>Name.</i>                | <i>Residence.</i> |
|-----------------------------|-------------------|
| LEGRAND B. CANNON.....      | New York city.    |
| JAMES ROOSEVELT.....        | Hyde Park, N. Y.  |
| ROBERT M. OLYPHANT.....     | New York city.    |
| BENJAMIN H. BRISTOW.....    | New York city.    |
| JOHN A. STEWART.....        | New York city.    |
| R. SUYDAM GRANT.....        | New York city.    |
| WILLIAM H. TILLINGHAST..... | New York city.    |
| JOHNSTON LIVINGSTON.....    | New York city.    |
| ALFRED VAN SANTVOORD.....   | New York city.    |
| GEORGE C. CLARK.....        | New York city.    |
| W. W. ASTOR.....            | New York city.    |
| JAMES A. ROOSEVELT.....     | New York city.    |
| SAMUEL KEYSER.....          | New York city.    |

Title of lessee company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address R. A. Henry, Auditor.

## ALBANY AND VERMONT.

## LESSOR.

## LESSEE—RENSSELAER AND SARATOGA.

OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 17, 1859.)

For history of organization, see Report of 1885.

## Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 6,000          | \$600,000        | \$600,000                            |

Number of stockholders..... 57

## Cost of Road.

Total cost of road up to June 30, 1891..... \$600,000 00

## Income Account for Year Ending June 30, 1891.

Gross income from all sources, as follows, viz.:

Rental paid by Delaware and Hudson Canal Company..... \$20,000 00

Payments from income, as follows, viz.:

|  |                  |
|--|------------------|
| Dividends declared, three per cent, on \$600,000 common stock, | \$18,000 00      |
| Rent to Rensselaer and Saratoga Railroad Company.....          | 800 00           |
| Salaries.....  | 200 00           |
| Other expenses.....  | 228 00           |
|  | <u>19,228 00</u> |

Surplus for year ending June 30, 1891..... \$772 00

## General Income Account.

|  |                 |
|--|-----------------|
| Surplus for year ending June 30, 1891..... | \$772 00        |
| Surplus up to June 30, 1890.....           | <u>4,852 13</u> |

Total surplus June 30, 1891..... \$5,624 13



# ALBANY AND VERMONT.

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## General Balance Sheet June 30, 1891.

### ASSETS.

|                                   |              |
|-----------------------------------|--------------|
| Cost of road .....                | \$600,000 00 |
| Current assets, as follows, viz.: |              |
| Cash on hand .....                | 5,624 18     |

\$605,624 18

### LIABILITIES.

|                                 |                     |
|---------------------------------|---------------------|
| Capital stock .....             | \$600,000 00        |
| Profit and loss (surplus) ..... | 5,624 18            |
|                                 | <u>\$605,624 18</u> |

### Officers of the Company.

| Name.                 | Title.         | Official Address. |
|-----------------------|----------------|-------------------|
| JOSEPH M. WARREN..... | President..... | Troy, N. Y.       |
| JOHN H. NEHER.....    | Treasurer..... | Troy, N. Y.       |

### Directors of the Company.

| Name.                       | Residence.          |
|-----------------------------|---------------------|
| JOSEPH H. WARREN.....       | Troy, N. Y.         |
| GEORGE H. CRAMER.....       | Troy, N. Y.         |
| BENJAMIN H. HALL.....       | Troy, N. Y.         |
| CHARLES W. TILLINGHAST..... | Troy, N. Y.         |
| THOMAS W. LOCKWOOD.....     | Troy, N. Y.         |
| C. E. DUDLEY TIBBITTS.....  | Troy, N. Y.         |
| JOHN L. THOMPSON.....       | Troy, N. Y.         |
| EDWARD C. GALE.....         | Troy, N. Y.         |
| JOHN B. GALE.....           | Williamstown, Mass. |
| LEGRAND B. CANNON.....      | New York city.      |
| GEO. HENRY WARREN.....      | New York city.      |
| JAMES B. JERMAIN.....       | Albany, N. Y.       |
| JAMES A. EDDY.....          | Troy, N. Y.         |

Title of company, Albany and Vermont Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in October.

For information concerning this report, address Jos. M. Warren, President.

## ALLEGHENY AND KINZUA.

(Date of charter, February 26, 1890.)

The Allegheny and Kinzua Railroad Company was formed by the consolidation and merger of the Allegheny and Kinzua Railroad Company of the State of New York, and the Bradford and Corydon Railroad Company of the State of Pennsylvania, under chapter 917 of the Laws of 1889 of the State of New York and the several acts amendatory thereof and supplementary thereto, and under an act of Assembly of the Commonwealth of Pennsylvania, passed May 16, 1881, and the several acts amendatory thereof and supplementary thereto. The articles of consolidation and merger were filed in the office of the Secretary of the State of New York, on the 25th day of February, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania, on the 26th of February, 1890.

The company entered into a contract with the Interior Construction and Improvement Company to build 72 miles of road for the capital stock and \$500,000 in bonds. The bonds were issued and held in trust by the Central Trust Company, to be delivered to the construction company as they required them for the building of the road. The company has been delivered to them \$300,000.

In subdivision for construction of the road we can not give, not having charge of cost of construction. In reporting last year's statement the amount, \$1,000,000, was set as amount paid and to be paid for the entire completion of the road, expecting at that time to be completed within a short time. Correction is now made to conform with actual cost to July 1, 1891.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued on account of construction and now outstanding ..... | 5,000          | \$500,000        |

Number of stockholders..... 17

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | Date.        | Term, years. | INTEREST.  |               | Amount authorized. | Amount outstanding. |
|-----------------------|--------------|--------------|------------|---------------|--------------------|---------------------|
|                       |              |              | Rate.      | When payable. |                    |                     |
| First mortgage *..... | Feb. 1, 1890 | 30           | p. c.<br>5 | Feb. and Aug. | \$500,000          | \$285,000           |

## Cost of Road and Equipment.

| ROAD.  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
|  |                                    |
| Grading, masonry and ballast .....             | \$1,396 45                         |
| Superstructure (including ties).....           | 145 20                             |
| Rails.....                                     | 87 50                              |
| Shops, machinery and tools .....               | 33 50                              |
| Fuel and water stations .....                  | 325 31                             |
| Road built by contract, to June 30, 1891 ..... | 800,642 92                         |
| Total cost of road .....                       | \$802,630 88                       |

## EQUIPMENT.

|  |              |
|--|--------------|
| Freight and other cars.....                  | 5,914 56     |
| Grand total cost of road and equipment ..... | \$808,545 44 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....  | \$91,673 67 |
| Less operating expenses (excluding all taxes) .....                              | 68,002 28   |
| Gross income from all sources.....   | \$23,671 39 |
| <i>Deductions from income, as follows, viz.:</i>                                 |             |
| Interest on funded debt due and accrued.....                                     | \$12,729 15 |
| Taxes on property used in operation of road, on earnings and capital stock ..... | 400 43      |
|  | 13,129 58   |
| Surplus for year ending June 30, 1891.....                                       | \$10,541 81 |

## General Income Account.

|  |          |
|--|----------|
| Surplus for year ending June 30, 1891..... | \$10.54. |
| Deficit up to June 30, 1890 .....          | 1.60     |
| Total surplus June 30, 1891.....           | \$8.936  |

\* \$500,000 of bonds was issued and held in trust by the Central Trust Company to be delivered as the construction company required them for the construction of the road. There has been so far delivered to the construction company, \$300,000.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                             | Passenger. | Freight.    | Total.      |
|-----------------------------|------------|-------------|-------------|
| Freight, all local.....     |            | \$89,639 65 | \$89,639 65 |
| Passengers, all local ..... | \$2,084 02 |             | 2,084 02    |
| Total gross earnings.....   | \$2,084 02 | \$89,639 65 | \$91,723 67 |

OPERATING EXPENSES.

|   |             |
|---|-------------|
| <i>Maintenance of way and structures:</i>                         |             |
| Rails laid, iron.....   | \$31 42     |
| Repairs of road bed.....  | 18,301 46   |
| Repairs of bridges (including culverts and cattle-guards).....    | 13 75       |
| Repairs of stations, shops, docks, etc. ....                      | 155 26      |
| Other expenses for maintenance of way and structures .....        | 88 01       |
| Total .....   | \$18,539 90 |
| <i>Maintenance of equipment:</i>                                  |             |
| Repairs of locomotives .....                                      | \$6,594 46  |
| Repairs of cars .....   | 3,966 27    |
| Repairs of machinery and tools.....                               | 117 61      |
| Total.....  | \$10,678 34 |
| <i>Conducting transportation:</i>                                 |             |
| Wages of conductors and men.....                                  | \$9,783 29  |
| Wages of engineers and firemen .....                              | 7,870 80    |
| Fuel for locomotives .....  | 6,872 43    |
| Water supply .....  | 69 89       |
| Other train supplies or expenses .....                            | 428 58      |
| Wages of station agents and clerks and for labor at stations..... | 1,406 53    |
| Station supplies .....  | 143 19      |
| Wages of watchmen, flagmen and switchmen.....                     | 311 00      |
| Other expenses for conducting transportation.....                 | 1,543 98    |
| Total.....  | \$28,426 99 |
| <i>General expenses:</i>  |             |
| Salaries of general officers and clerks .....                     | \$3,637 57  |
| General office expenses and supplies.....                         | 506 35      |
| Stationery and printing .....                                     | 81 25       |
| Outside agencies and advertising.....                             | 50 30       |
| Legal expenses.....   | 1,605 55    |
| Loss and damage of freight and baggage .....                      | 170 10      |
| Injuries to persons.....  | 2,075 81    |
| Other general expenses.....                                       | 1,978 22    |
| Total.....  | \$10,305 05 |
| Grand total operating expenses.....                               | \$68,002 28 |

General Balance Sheet June 30, 1891.

ASSETS.

|  |              |
|--|--------------|
| Cost of road and equipment.....          | \$908,545 44 |
| <i>Current assets, as follows, viz.:</i> |              |
| Cash on hand.....                        | 2,393 70     |
| Due by agents .....                      | 629 99       |
| Open accounts.....                       | 6,136 80     |
|  | \$917,705 93 |

LIABILITIES.

|   |              |
|---|--------------|
| Capital stock.....                            | \$500,000 00 |
| Bonded debt .....                             | 285,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |              |
| Interest on funded debt due and accrued.....  | 5,729 15     |
| Unredeemed vouchers and pay-rolls.....        | 13,912 56    |
| Accounts.....                                 | 3 08         |
| Notes and bills payable .....                 | 4,125 00     |
| Undivided loss (surplus) .....                | 8,336 14     |
|   | \$917,705 93 |

## Traffic and Mileage Statistics.

## ITEM.

|   |           |
|---|-----------|
| Number of tons of freight carried.....          | 188,527   |
| Number of tons of freight carried one mile..... | 2,362,324 |
| Total train mileage.....                        | 62,250    |

| ITEM.  | Earnings.  | Expenses.   | Profit.     |
|--|------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$2,034 02 | .....       | .....       |
| Freight earnings and expenses (including miscellaneous earnings).....                | 89,639 66  | \$68,002 28 | \$21,637 37 |
| Average per ton of freight carried.....  | 4754       | 3607        | 1147        |
| Average per ton of freight per mile.....   | 0396       | 0392        | 0064        |

## ITEM.

|  |             |
|--|-------------|
| Computed on earnings from carrying passengers and freight only.              | All local.  |
| Average rate received per mile per ton for carrying freight, all classes.... | Cents. 3.96 |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                |
|--|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. |
| Main line authorized from Bradford, Pa., to Red House, N. Y. | 9                      | 25             |
| Total of branches or other roads authorized.....             | 4                      | 18             |
| Main line laid, single track.....                            | 9                      | 23             |
| Branches or other roads laid, single track.....              | 2                      | 18             |
| Total single track.....                                      | 11                     | 41             |
| Laid with iron rail, main line.....                          | 9                      | 35             |
| Laid with iron rail, branches or other roads.....            | 2                      | 6              |

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.   | From               | To                 | Length in N. Y. State. | Entire length. |
|---------------------------|--------------------|--------------------|------------------------|----------------|
| Allegheny and Kinzua..... | { Gilbert, Pa..... | Coffee Run, Pa..   | .....                  | 12             |
|                           | { Gilbert, Pa..... | Zellitz, N. Y..... | 4                      | 6              |

## EQUIPMENT.

|                                 | No. owned* |
|---------------------------------|------------|
| Locomotives, 8 drivers.....     | 2          |
| Locomotives, 6 drivers.....     | 1          |
| Locomotives, 4 drivers.....     | 1          |
| Total.....                      | 4          |
| Flat freight cars.....          | 4          |
| Caboose, 4-wheel cars.....      | 1          |
| Service, 8-wheel cars, log..... | 90         |
| Total.....                      | 95         |

Hand brake and link and pin coupler used on cars. Split switch used on this road.

## Miscellaneous Statistics.

## ITEM.

|  |                   |
|--|-------------------|
| Total assessed value of real estate and personal property of company ... | In N. Y. S. *\$31 |
| Highway crossings at grade without protection.....                       |                   |
| Have no passenger cars, only caboose.                                    |                   |

\* This road runs through a wild and uninhabited country and only one township assessed as per amount stated.

DESCRIPTION OF FREIGHT MOVED

| ITEM.  | Tonnage.       |
|--|----------------|
| Lumber .....   | 92,716         |
| All other merchandise .....                                      | 3,407          |
| All other articles not included above, bark, logs and wood ..... | 92,404         |
| <b>Total .....</b>   | <b>188,527</b> |

| NUMBER OF ACCIDENTS. | Injured.  | Killed.  | Total.    |
|----------------------|-----------|----------|-----------|
| Passengers.....      | 12        | .....    | 12        |
| Employees.....       | 7         | 1        | 8         |
| Others.....          | 1         | .....    | 1         |
| <b>Total .....</b>   | <b>20</b> | <b>1</b> | <b>21</b> |

EMPLOYEES.

|   |             |
|---|-------------|
| Average number of persons employed (including officials) during year... | 88          |
| Aggregate amount of salaries and wages paid them during year.....       | \$42,182 34 |

Officers of the Company.

| Name.               | Title.                             | Official Address. |
|---------------------|------------------------------------|-------------------|
| S. S. BULLIS .....  | President .....                    | Olean, N. Y.      |
| P. McNEIL .....     | Vice-President .....               | Buffalo, N. Y.    |
| J. E. ROONEY.....   | Sec'y, Treas. and G. F. Agent..... | Olean, N. Y.      |
| F. L. STOWELL.....  | Auditor .....                      | Olean, N. Y.      |
| C. D. WILLIAMS..... | General Superintendent .....       | Bradford, Pa.     |

Directors of the Company.

| Name.                | Residence.     |
|----------------------|----------------|
| S. S. BULLIS .....   | Olean, N. Y.   |
| P. McNEIL .....      | Buffalo, N. Y. |
| J. E. ROONEY .....   | Olean, N. Y.   |
| O. S. CARY .....     | Olean, N. Y.   |
| F. L. BARTLETT ..... | Olean, N. Y.   |
| G. L. ROBERTS .....  | Bradford, Pa.  |
| M. W. BAKER .....    | Buffalo, N. Y. |
| JOHN BYRNE .....     | New York city. |
| F. B. SMITH .....    | New York city. |
| I. B. NEWCOMB .....  | New York city. |
| O. WEIDENFELD .....  | Orange, N. J.  |
| J. BROWN .....       | New York city. |
| T. C. WOODBURY ..... | Portland, Me.  |

Title of company, Allegheny and Kinzua Railroad Company.

General offices at Olean, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address F. L. Stowell, Auditor.

AMSTERDAM, CHUCTANUNDA AND NORTHERN.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

(Date of charter, September 23, 1879.)

This road is used and operated entirely by the New York Central and Hudson River Railroad Company as a branch for delivering and receiving freight to and from Kellogg's linseed oil works.

Capital Stock.

|   | COMMON.        |            |
|---|----------------|------------|
|   | No. of shares. | Par value. |
| Authorized by law or charter, issued on account of construction and now outstanding ..... | 200            | \$20,000   |

## REPORT OF THE RAILROAD COMMISSIONERS.

| Cost of Road.                              |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry and ballast .....         |  | \$15,109 81                        |
| Rails, land, land damages and fences ..... |  | 4,890 19                           |
| Total cost of road.....                    |  | <u>\$20,000 00</u>                 |

## General Balance Sheet June 30, 1891.

| ASSETS.            |             |
|--------------------|-------------|
| Cost of road.....  | \$20,000 00 |
| LIABILITIES.       |             |
| Capital stock..... | 20,000 00   |

## Description of Road.

| TRACK.  | Entire length<br>in N. Y. State. |
|---|----------------------------------|
| Main line single track from East Amsterdam to Linseed Oil Works ..... | 1.5                              |

## Officers of the Company.

| Name.               | Title.                         | Official Address. |
|---------------------|--------------------------------|-------------------|
| JOHN KELLOGG.....   | President .....                | Amsterdam, N. Y.  |
| GEO. KELLOGG.....   | Superintendent and Treasurer.. | Amsterdam, N. Y.  |
| *JOHN D. NOLAN..... | Secretary.....                 | Amsterdam, N. Y.  |
| A. H. DEGRAFF.....  | Engineer .....                 | Amsterdam, N. Y.  |

## Directors of the Company.

| Name.                  | Residence.         |
|------------------------|--------------------|
| JOHN KELLOGG.....      | Amsterdam, N. Y.   |
| JOHN C. MILLER.....    | Amsterdam, N. Y.   |
| GEO. KELLOGG.....      | Amsterdam, N. Y.   |
| W. L. VAN DENBERG..... | Amsterdam, N. Y.   |
| MASON COOK.....        | Amsterdam, N. Y.   |
| JAMES FIRTH.....       | Amsterdam, N. Y.   |
| CYRUS B. CHASE.....    | Amsterdam, N. Y.   |
| W. N. STEBBINS.....    | Amsterdam, N. Y.   |
| FROTHINGHAM FISH.....  | Fultonville, N. Y. |
| JNO. F. MANN.....      | Galway, N. Y.      |
| ROBERT MILLER.....     | Galway, N. Y.      |
| *S. B. MANN.....       |                    |
| *JNO. D. NOLAN.....    |                    |

Title of company, Amsterdam, Chuctanunda and Northern Railroad Company.  
General offices at Amsterdam, N. Y.

For information concerning this report, address John Kellogg, President.

## AVON, GENESEO AND MOUNT MORRIS.

## LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 18, 1860.)

For history of organization, see Report of 1885.

## Capital Stock.

|   | COMMON.        |                    |
|---|----------------|--------------------|
|   | No. of shares. | Total<br>par value |
| Authorized by law or charter.....               | 2,500          | \$250,000          |
| Issued for actual cash and now outstanding..... | 2,250          | 225,000            |

\* Deceased.

| Cost of Road.                                      |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry and ballast.....                  |  | \$182,000 00                       |
| Bridges.....                                       |  | 6,840 00                           |
| Ballis.....  |  | 64,000 00                          |
| Land damages.....                                  |  | 18,880 92                          |
| Engine and car-houses.....                         |  | 1,604 68                           |
| Interest and discount charged to construction..... |  | 2,494 50                           |
| <b>Total cost of road.....</b>                     |  | <b>\$224,800 10</b>                |

**Income Account for Year Ending June 30, 1891.**

|   |                    |
|---|--------------------|
| <i>Net income from all sources, as follows, viz.:</i> |                    |
| Rentals received from lessee.....                     | \$13,600 00        |
| <i>Deductions from income as follows, viz.:</i>       |                    |
| Dividends, 6 per cent.....                            | \$18,500 00        |
| Organization expenses.....                            | 100 00             |
| <b>Total.....</b>                                     | <b>\$13,600 00</b> |

**General Balance Sheet June 30, 1890.**

| ASSETS.                                 |                     |
|---|---------------------|
| Cost of road.....                       | \$224,800 10        |
| <i>Current assets as follows, viz.:</i> |                     |
| Cash on hand.....                       | 766 05              |
|   | <b>\$225,566 15</b> |
| LIABILITIES.                            |                     |
| Capital stock.....                      | \$225,000 00        |
| Profit and loss (surplus).....          | 566 15              |
|   | <b>\$225,566 15</b> |

**Officers of the Company.**

| Name.                     | Title.                       | Official Address.   |
|---------------------------|------------------------------|---------------------|
| MORTIMER F. REYNOLDS..... | President.....               | Rochester, N. Y.    |
| HIRAM P. MILLS.....       | Vice-President.....          | Mount Morris, N. Y. |
| GEO. W. PHELPS.....       | Secretary and Treasurer..... | Mount Morris, N. Y. |

**Directors of the Company.**

| Name.                     | Residence.          |
|---------------------------|---------------------|
| MORTIMER F. REYNOLDS..... | Rochester, N. Y.    |
| GEORGE ELLWANGER.....     | Rochester, N. Y.    |
| LEVI F. WARD.....         | Rochester, N. Y.    |
| JOSIAH AUSTIN.....        | Rochester, N. Y.    |
| HIRAM P. MILLS.....       | Mount Morris, N. Y. |
| GEO. W. PHELPS.....       | Mount Morris, N. Y. |
| HURLBURT E. BROWN.....    | Mount Morris, N. Y. |

Title of company, Avon, Genesee and Mount Morris Railroad Company.

General offices at Mount Morris, N. Y.

Date of close of fiscal year, second Tuesday in February.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address George W. Phelps, Secretary.

**BATH AND HAMMONDSPORT.**

(Date of charter, January 17, 1872.)

For history of organization, etc., see Report of 1889.

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

|  | COMMON.        |                     |
|--|----------------|---------------------|
|  | No. of shares. | Total<br>par value. |
| Authorized by law or charter, issued for actual cash and<br>outstanding..... | 1,000          | \$100,000           |

the rolling stock went with the lease, for which the Erie Company were to pay the  
then on the road.

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|-------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |              |             | Rate.     | When payable.  |                    |                     |                                      |
| First mortgage....   | June 1, 1889 | 30          | 5         | June 1, Dec. 1 | \$100,000          | \$100,000           | \$100,000                            |
|                      |              | 30          | 6         | Apr. 1, Oct. 1 | 60,000             |                     |                                      |
|                      |              | 3           | 6         | .....          | 5,000              |                     |                                      |
|                      |              | 4           | 6         | .....          | 5,000              |                     |                                      |
|                      |              | 5           | 6         | .....          | 5,000              |                     |                                      |
| Second mortgage.     | July 1, 1889 | 6           | 6         | .....          | 5,000              | 100,000             | 100,000                              |
|                      |              | 7           | 6         | .....          | 5,000              |                     |                                      |
|                      |              | 8           | 6         | .....          | 5,000              |                     |                                      |
|                      |              | 9           | 6         | .....          | 5,000              |                     |                                      |
|                      |              | 10          | 6         | .....          | 5,000              |                     |                                      |
| Total .....          |              |             |           |                | \$200,000          | \$200,000           | \$200,000                            |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....           | .....  | \$57,307 38   |
| Bridges.....                                | \$20 40  | 3,567 93  |
| Superstructure (including ties).....        | 1,609 93   | 64,727 44   |
| Balls.....                                  | 374 06   | 28,116 15   |
| Land and land damages.....                  | .....  | 97,051 11   |
| Fences.....                                 | 148 93   | 314 97  |
| Passenger and freight stations.....         | 177 22   | 2,368 73  |
| Shops, machinery and tools.....             | 137 39   | 3,144 50  |
| Fuel and water stations.....                | 4 50   | 65 53   |
| Engineering expenses.....                   | .....  | 5,437 80  |
| Wharfing.....                               | 188 96   | 6,333 62  |
| Warehouses.....                             | .....  | 6,500 00  |
| Total cost of road.....                     | \$2,661 39   | \$274,935 14  |
| EQUIPMENT.                                  |  |   |
| Locomotives.....                            | \$2 85   | \$13,785 37   |
| Mail, baggage and express cars.....         | .....  | 14,753 61   |
| Freight and other cars.....                 | 222 01   | 2,420 26  |
| Total cost of equipment.....                | \$224 86   | \$30,959 24   |
| Grand total cost of road and equipment..... | \$2,886 25   | \$305,894 38  |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$30,064 99 |
| Less operating expenses (excluding all taxes).....  | 15,540 26   |
| Net earnings from operation.....                    | \$14,524 73 |
| <i>Income from other sources, as follows, viz.:</i> |             |
| Rentals of warehouse and shop.....                  | 338         |
| Gross income from all sources.....                  | \$14,863    |
| <i>Deductions from income, as follows, viz.:</i>    |             |
| Interest on funded debt due and accrued.....        | \$11,000 00 |
| Taxes on earnings and capital stock.....            | 121 69      |
| Taxes other than above.....                         | 1,004 51    |
| Discounts.....                                      | 583 79      |
|   | 12,709      |
| Surplus for year ending June 30, 1891.....          | \$2,153     |



# BATH AND HAMMONDSPORT.

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## General Income Account.

|  |                   |
|--|-------------------|
| Surplus for year ending June 30, 1891..... | \$2,153 70        |
| Deficit up to June 30, 1890 .....          | 4,865 78          |
| Total deficit June 30, 1891 .....          | <u>\$2,712 08</u> |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                           | Passengers.        | Freight.           | Total.             |
|---------------------------|--------------------|--------------------|--------------------|
| Freight, local .....      |                    | \$15,708 19        | \$15,708 19        |
| Passengers, local.....    | \$9,932 78         |                    | 9,932 78           |
| Mail.....                 | 467 88             |                    | 467 88             |
| Express .....             | 3,956 14           |                    | 3,956 14           |
| Total gross earnings..... | <u>\$14,356 80</u> | <u>\$15,708 19</u> | <u>\$30,064 99</u> |

### OPERATING EXPENSES.

#### Maintenance of way and structures:

|   |                   |
|---|-------------------|
| Repairs of stations, shops, docks, etc.....               | \$3 87            |
| Other expenses for maintenance of way and structures..... | 1,770 70          |
| Total .....   | <u>\$1,774 57</u> |

#### Maintenance of equipment:

|                              |                   |
|------------------------------|-------------------|
| Repairs of locomotives ..... | \$798 32          |
| Repairs of cars .....        | 278 05            |
| Total .....                  | <u>\$1,076 37</u> |

#### Conducting transportation:

|   |                   |
|---|-------------------|
| Wages of conductors and men .....             | \$1,600 08        |
| Wages of engineers and firemen .....          | 2,010 35          |
| Fuel for locomotives .....                    | 2,667 38          |
| Oil and waste.....                            | 299 21            |
| Water supply .....                            | 65 82             |
| Wages of station agents and clerks .....      | 1,831 08          |
| Wages for labor at stations .....             | 811 85            |
| Station supplies .....                        | 52 04             |
| Wages of watchmen, flagmen and switchmen..... | 93 90             |
| Total .....                                   | <u>\$9,431 68</u> |

#### General expenses:

|   |                   |
|---|-------------------|
| Salaries of general officers and clerks .....           | \$1,900 00        |
| General office expenses and supplies .....              | 281 87            |
| Stationery and printing .....                           | 212 66            |
| Outside agencies and advertising .....                  | 334 25            |
| Soliciting .....  | 223 49            |
| Damage to cattle and property .....                     | 479 23            |
| Mileage of cars of other companies (debit balance)..... | 116 68            |
| Other general expenses .....                            | 409 71            |
| Total .....   | <u>\$3,257 84</u> |

|                                      |                    |
|--------------------------------------|--------------------|
| Grand total operating expenses ..... | <u>\$15,540 26</u> |
|--------------------------------------|--------------------|

## General Balance Sheet June 30, 1891.

### ASSETS.

|                              |                     |
|------------------------------|---------------------|
| road.....                    | \$274,935 14        |
| equipment.....               | 30,959 24           |
| and assets, as follows, viz: |                     |
| on hand .....                | \$905 80            |
| oy agents .....              | 262 15              |
| accounts.....                | 5,083 84            |
| and loss (deficiency).....   | 6,251 79            |
|                              | <u>2,712 08</u>     |
|                              | <u>\$314,868 23</u> |

| LIABILITIES.                                  |  |                     |
|---|--|---------------------|
| Capital stock.....                            |  | \$100,000 00        |
| Funded debt.....                              |  | 200,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |  |                     |
| Audited vouchers and pay-rolls.....           |  | 376 21              |
| Open accounts.....                            |  | 4,482 02            |
| Loans and bills payable.....                  |  | 10,000 00           |
|   |  | <u>\$314,858 23</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local. |
|---|------------|
| Number of passengers carried.....               | 48,489     |
| Number of passengers carried one mile.....      | 406,227    |
| Number of tons of freight carried.....          | No record. |
| Number of tons of freight carried one mile..... | No record. |
| Total train mileage, mixed.....                 | 23,400     |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all<br>In N. Y. State. |
|--|-------------------------------------|
| Main line from Bath to Hammondsport, single track.....   | 9.33                                |
| Sidings and turnouts on main line.....                   | 1                                   |
| Grand total of track, sidings and turnouts.....          | <u>10.33</u>                        |
| Gauge of track, 4 feet 8½ inches; ballasted with gravel. |                                     |

| BRIDGES.            | ENTIRE LINE IN NEW YORK STATE. |                   |
|---------------------|--------------------------------|-------------------|
|                     | Number.                        | Aggregate length. |
| Iron bridges.....   | 1                              | Feet.<br>25       |
| Wooden bridges..... | 12                             | 150               |
| Total.....          | 13                             | 175               |

| EQUIPMENT.                          |            |                                |                                 |
|-------------------------------------|------------|--------------------------------|---------------------------------|
|                                     | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. |
| Locomotives, 4 drivers.....         | 2          | 70,000                         | 2                               |
| First-class passenger cars.....     | 2          | .....                          | 2                               |
| Baggage, mail and express cars..... | 2          | .....                          | 2                               |
| Total.....                          | 4          | .....                          | 4                               |
| Box freight cars.....               | 3          | .....                          | 3                               |
| Coal freight cars.....              | 1          | .....                          | .....                           |
| Flat freight cars.....              | 4          | .....                          | .....                           |
| Service cars.....                   | 3          | .....                          | .....                           |
| Total.....                          | 11         | .....                          | .....                           |

Westinghouse air-brake used on passenger, combination and box freight cars.  
 Spring-point switches used over the line.  
 Wells, Fargo Co.'s Express runs over this road; also the United States Express  
 Rates: Twelve cents per 100 pounds on general merchandise; ten cents per  
 pounds on butter, eggs and fruit.  
 The mails are carried for a compensation regulated by the United States governm  
 based on weight, for a term of four years.

# BATH AND HAMMONDSPORT.

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## EMPLOYEES.

Average number of persons employed (including officials) during year... 23  
Aggregate amount of salaries and wages paid them during year..... \$12,067 57

## Officers of the Company.

| Name.            | Title.         | Official Address.          |
|------------------|----------------|----------------------------|
| CHARLES W. DRAKE | President      | 32 Nassau St., N. Y. city. |
| M. F. SHEPPARD   | Vice-President | Penn Yan, N. Y.            |
| F. M. McDOWELL   | Secretary      | Penn Yan, N. Y.            |
| FRANK CAMPBELL   | Treasurer      | Bath, N. Y.                |
| H. S. STEBBINS   | Manager        | Hammondsport, N. Y.        |

## Directors of the Company.

| Name.            | Residence.          |
|------------------|---------------------|
| CHARLES W. DRAKE | New York city.      |
| M. F. SHEPPARD   | Penn Yan, N. Y.     |
| F. M. McDOWELL   | Penn Yan, N. Y.     |
| FRANK CAMPBELL   | Bath, N. Y.         |
| W. W. ALLEN      | Bath, N. Y.         |
| D. BAUDER        | Hammondsport, N. Y. |
| H. S. STEBBINS   | Hammondsport, N. Y. |

Title of company, The Bath and Hammondsport Railroad Company.

General offices at Hammondsport, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Tuesday in December.

For information concerning this report, address H. S. Stebbins, Manager.

# BOSTON AND ALBANY.

(Date of charter, November 2, 1870.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | COMMON.        |              | Cash realized on amount outstanding. |
|---|----------------|--------------|--------------------------------------|
|   | No. of shares. | Par value.   |                                      |
| Authorized by law or charter.....               | 300,000        | \$30,000,000 | .....                                |
| Issued for actual cash and now outstanding..... | 200,000        | \$20,000,000 | \$20,129,282 50                      |

Number of stockholders..... 7,304

### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding |
|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|-------------------------------------|
|                      |              |              | Rate.     | When payable.  |                    |                     |                                     |
| 1 per cent bds       | Feb. 1, 1872 | 20           | 7         | Feb. 1, Aug. 1 | \$5,000,000        | \$5,000,000         | \$5,196,371 47                      |
| er cent bonds        | July 1, 1875 | 20           | 6         | July 1, Jan. 1 | 2,000,000          | 2,000,000           | 2,060,117 50                        |
| er cent bds..        | Apr. 1, 1882 | 20           | 5         | Apr. 1, Oct. 1 | 3,858,000          | 3,858,000           | .....                               |
| Total.....           |              |              |           |                | \$10,858,000       | \$10,858,000        | \$7,241,488 97                      |

There is to be issued January 5, 1892, 50,000 shares to stockholders at par—\$5,000,000—of which \$527,320 has been paid.

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....                       |  | \$6,333,343 96  |
| Bridges .....   |  | 1,182,731 13  |
| Superstructure (including ties), rails.....             |  | 5,795,293 04  |
| Land, land damages and fences.....                      |  | 5,173,713 61  |
| Passenger, freight, fuel and water stations .....       |  | 2,947,617 39  |
| Engine and car-houses, shops, machinery and tools ..... |  | 1,293,718 76  |
| Engineering expenses.....                               |  | 1,642,298 12  |
| Purchase of constructed road.....                       |  | 917,675 53  |
| Riverside branch .....                                  |  | 231,865 76  |
| Improvements at Springfield .....                       | \$78,378 08  | 581,735 08  |
| Total cost of road .....                                | \$78,378 08  | \$26,099,992 57                                       |
| <b>EQUIPMENT.</b>                                       |  |   |
| Locomotives.....  |  | \$1,215,000 00  |
| Passenger cars, mail, baggage and express cars .....    |  | 488,000 00  |
| Freight and other cars.....                             |  | 1,442,400 00  |
| Total cost of equipment.....                            |  | \$3,145,400 00  |
| Grand total cost of road and equipment .....            | \$78,378 08  | \$29,245,392 57                                       |

## Income Account for Year Ending June 30, 1891.

|  |              |                |
|--|--------------|----------------|
| Gross earnings from operation.....                                 |              | \$9,050,192 16 |
| Less operating expenses (excluding all taxes).....                 |              | 6,217,809 26   |
| Net earnings from operation.....                                   |              | \$2,832,382 90 |
| <i>Income from other sources, as follows, viz.:</i>                |              |                |
| Rent of buildings.....   | \$127,700 41 |                |
| Interest .....   | 38,329 71    |                |
|  |              | 166,030 12     |
| Gross income from all sources.....                                 |              | \$2,998,413 02 |
| <i>Deductions from income, as follows, viz.:</i>                   |              |                |
| Interest on funded debt due and accrued.....                       | \$662,900 00 |                |
| Rentals.....   | 78,000 00    |                |
| Taxes on property used in operation of road.....                   | 212,324 28   |                |
| Taxes on earnings and capital stock.....                           | 377,617 27   |                |
|  |              | 1,330,841 55   |
| Net income from all sources .....                                  |              | \$1,667,571 47 |
| <i>Payments from net income, as follows, viz.:</i>                 |              |                |
| Dividends declared, 8 per cent. on \$20,000,000 common stock ..... |              | 1,600,000 00   |
| Surplus for year ending June 30, 1891.....                         |              | \$67,571 47    |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891..... | \$67,571 47 |
| Surplus up to June 30, 1890.....           | 32,590 --   |
| Total surplus June 30, 1891.....           | \$100,166   |

## DETAILED STATEMENT OF RENTALS.

|   |          |
|---|----------|
| Ware River railroad.....                          | \$52,500 |
| Pittsfield and North Adams railroad .....         | 22,500   |
| North Brookfield railroad .....                   | 1,500    |
| North Brookfield railroad (accrued) .....         | 1,500    |
| Total amount of rentals deducted from income..... | \$78,00  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.     | Freight.       | Total.         |
|---|----------------|----------------|----------------|
| Freight, through .....                    | \$2,070,384 61 |                |                |
| Freight, local .....                      | 2,296,622 86   |                |                |
|   |                | \$4,369,006 96 | \$4,369,006 96 |
| Passengers, through .....                 | \$1,256,168 23 |                |                |
| Passengers, local .....                   | 2,596,129 82   |                |                |
|   | \$3,852,298 05 |                |                |
| Mail .....                                | 211,784 88     |                |                |
| Express .....                             | 278,761 15     |                |                |
| Other sources, passenger department ..... | 69,729 23      |                | 4,397,578 31   |
| Miscellaneous, as follows, viz.:          |                |                |                |
| Elevators, etc .....                      | \$154,111 63   |                |                |
| Gravel .....                              | 124,518 97     |                |                |
| Car storage .....                         | 4,981 29       |                |                |
|   |                | 283,611 89     | 283,611 89     |
| Total gross earnings .....                | \$4,397,578 31 | \$4,652,618 85 | \$9,050,192 16 |

## OPERATING EXPENSES.

|   |                |                |                |
|---|----------------|----------------|----------------|
| <i>Maintenance of way and structures:</i>                       |                |                |                |
| Repairs of track .....  | \$65,627 16    | \$68,552 27    | \$134,179 43   |
| Steel rails laid, 10,200 tons, cost .....                       |                |                | \$344,250 00   |
| Steel rails partly worn, 1,814 tons, cost .....                 |                |                | 47,100 00      |
|   | 191,409 28     | 199,940 72     | 391,350 00     |
| Repairs of roadbed .....  | 262,028 69     | 273,707 74     | 535,736 43     |
| Repairs of bridges (including culverts and cattle-guards) ..... | 155,321 48     | 162,244 40     | 317,565 88     |
| Repairs of stations, shops, docks, etc .....                    | 79,883 88      | 83,444 41      | 163,328 29     |
| Repairs of fences .....   | 11,245 12      | 11,746 33      | 22,991 45      |
| Total .....   | \$765,515 61   | \$799,635 87   | \$1,567,151 48 |
| <i>Maintenance of equipment:</i>                                |                |                |                |
| Repairs of locomotives .....                                    | \$206,808 34   | \$216,024 07   | \$422,832 41   |
| Repairs of cars .....   | 282,911 98     | 478,648 41     | 761,560 39     |
| Repairs of machinery and tools .....                            | 2,464 70       | 2,574 55       | 5,039 25       |
| Total .....   | \$492,185 02   | \$697,247 93   | \$1,189,432 55 |
| <i>Conducting transportation:</i>                               |                |                |                |
| Wages of conductors and men .....                               | \$256,404 01   | \$368,329 12   | \$624,733 13   |
| Wages of engineers and firemen .....                            | 230,104 95     | 240,361 10     | 470,466 05     |
| Fuel for locomotives .....                                      | 358,689 72     | 374,677 10     | 733,366 82     |
| Oil and waste .....   | 30,087 61      | 31,428 85      | 61,516 46      |
| Water supply .....  | 20,430 30      | 21,340 90      | 41,771 20      |
| Other train supplies or expenses .....                          | 68,936 25      | 3,046 84       | 66,983 09      |
| Wages of station agents and clerks .....                        | 124,317 04     | 129,868 04     | 254,175 08     |
| Wages for labor at stations .....                               | 204,716 91     | 213,841 49     | 418,558 40     |
| Station supplies .....  | 82,429 15      | 38,874 57      | 66,303 72      |
| Wages of watchmen, flagmen and switchmen .....                  | 126,866 93     | 132,511 14     | 259,368 07     |
| Other expenses for conducting transportation .....              | 2,445 50       | 33,731 83      | 36,177 33      |
| Total .....   | \$1,450,418 37 | \$1,583,000 98 | \$3,033,419 35 |
| <i>General expenses:</i>  |                |                |                |
| Salaries of general officers and clerks .....                   | \$96,591 05    | \$90,450 53    | \$177,041 58   |
| Stationery and printing .....                                   | 19,530 55      | 20,714 42      | 40,244 97      |
| Outside agencies and advertising .....                          | 3,343 11       | 3,492 10       | 6,835 21       |
| Insurance .....   | 4,243 99       | 4,453 15       | 8,677 14       |
| Losses and damage of freight and baggage .....                  | 13,199 97      | 13,788 32      | 26,988 29      |
| Damage to cattle and property .....                             | 1,061 05       | 1,108 33       | 2,169 38       |
| Claims to persons .....   | 16,535 10      | 17,272 09      | 33,807 19      |
| Graph maintenance and operation .....                           | 10,711 49      | 11,188 91      | 21,900 40      |
| Damage of cars of other companies (debit balance) .....         |                | 21,532 94      | 21,532 94      |
| Other general expenses .....                                    | 31,135 26      | 59,174 02      | 90,309 28      |
| Total .....   | \$186,651 87   | \$243,154 81   | \$429,806 38   |
| Grand total operating expenses .....                            | \$2,894,770 57 | \$3,323,038 69 | \$6,217,809 26 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |              |                        |
|---|--------------|------------------------|
| Cost of road.....                                     |              | \$26,099,992 87        |
| Cost of equipment.....                                |              | 3,148,400 00           |
| <i>Other permanent investments, as follows, viz.:</i> |              |                        |
| Stock of other companies.....                         | \$475,485 00 |                        |
| Real estate.....                                      | 183,427 53   |                        |
|   |              | 657,912 53             |
| <i>Current assets, as follows, viz.:</i>              |              |                        |
| Cash on hand.....                                     | \$638,909 62 |                        |
| Bills receivable.....                                 | 400,000 00   |                        |
| Open accounts.....                                    | 265,163 82   |                        |
| Materials and supplies.....                           | 484,564 05   |                        |
| Trustees' improvement fund.....                       | 1,662,698 81 |                        |
| Other cash assets.....                                | 306,611 46   |                        |
|   |              | 3,886,949 76           |
|   |              | <u>\$33,742,355 16</u> |

## LIABILITIES.

|  |              |                        |
|--|--------------|------------------------|
| Capital stock.....                                       |              | \$20,000,000 00        |
| Payments on stock to be issued.....                      |              |                        |
| Funded debt.....   |              | 10,868,000 00          |
| <i>Current liabilities, as follows, viz.:</i>            |              |                        |
| Interest on funded debt and rentals due and accrued..... | \$258,098 33 |                        |
| Dividends unpaid.....                                    | 339,269 00   |                        |
| Open accounts.....                                       | 269,200 62   |                        |
| Rentals due July 1.....                                  | 87,500 00    |                        |
| Improvement fund.....                                    | 1,278,010 26 |                        |
| Ware River sinking fund.....                             | 84,688 55    |                        |
|  |              | 2,256,766 76           |
| Profit and loss (surplus).....                           |              | 100,159 40             |
|  |              | <u>\$33,742,355 16</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.    | Local.      | Total.           |
|---|-------------|-------------|------------------|
| Number of passengers carried.....           | 1,189,012   | 10,499,087  | 11,688,099       |
| Number of passengers carried one mile....   | 62,142,689  | 149,709,493 | 211,852,182      |
| Number of tons of freight carried.....      | 1,762,018   | 2,151,855   | 3,913,873        |
| Number of tons of freight carried one mile. | 256,556,623 | 144,542,648 | 401,099,271      |
| Passenger train mileage.....                |             |             | 2,998,697        |
| Freight train mileage.....                  |             |             | 3,126,934        |
| All other train mileage.....                |             |             | 97,106           |
| Total train mileage.....                    |             |             | <u>6,217,737</u> |

| ITEM.   | Earnings.      | Expenses.      | Profit.        |
|---|----------------|----------------|----------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$4,397,573 31 | \$2,894,770 57 | \$1,502,802 74 |
| Average per passenger carried.....  | 3762           | 2476           | 1286           |
| Average per passenger per mile.....   | 02075          | 01306          | 00769          |
| Average per passenger train per mile.....   | 1 4689         | 9660           | 86             |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 4,682,618 85   | 3,323,038 69   | 1,359,580 16   |
| Average per ton of freight carried.....   | 1 1887         | 849            | 339            |
| Average per ton of freight per mile.....  | 01169          | 00628          | 00541          |
| Average per freight train per mile.....   | 1 487          | 1 062          | 325            |

## Traffic and Mileage Statistics—(Continued).

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.        | Through         | Local.          | Through<br>and local. |
|--|-----------------|-----------------|-----------------------|
| Average rate received per mile for carrying pas-<br>sengers, all classes.....      | Cents.<br>2.021 | Cents.<br>1.734 | Cents.<br>1.833       |
| Average rate received per mile per ton for carry-<br>ing freight, all classes..... | .81             | 1.59            | 1.09                  |

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.              |                   |  | TOTAL MILES.              |                   |
|---|---------------------------|-------------------|--|---------------------------|-------------------|
|   | Length in<br>N. Y. State. | Entire<br>length. | Miles leased, en-<br>tire length, all<br>outside N. Y.<br>State. | Length in<br>N. Y. State. | Entire<br>length. |
| Main line from Boston to Albany, single track..   | 39.30                     | 201.65            | .....  | 39.30                     | 201.65            |
| Branches or other roads, single track .....       | 17.33                     | 103.95            | 83.13  | 17.33                     | 187.08            |
| Total single track.....                           | 56.63                     | 305.60            | 83.13  | 56.63                     | 388.73            |
| Second track on main line .....                   | 39.30                     | 201.65            | .....  | 39.30                     | 201.65            |
| Second track branches or other roads .....        | 1                         | 16                | .....  | 1                         | 16                |
| Total second track.....                           | 40.30                     | 217.65            | .....  | .....                     | 217.65            |
| Third track on main line.....                     | .....                     | 9.49              | .....  | .....                     | 9.49              |
| Fourth track on main line.....                    | .....                     | 9.47              | .....  | .....                     | 9.47              |
| Total third and fourth track .....                | .....                     | 18.96             | .....  | .....                     | 18.96             |
| Sidings and turnouts on main line.....            | 27.10                     | 172.88            | .....  | 27.10                     | 172.88            |
| Sidings and turnouts on branches or other roads   | 7.14                      | 50.83             | 16.27  | 7.14                      | 67.10             |
| Total sidings and turnouts .....                  | 34.24                     | 223.71            | 16.27  | 34.24                     | 239.98            |
| Grand total of tracks, sidings and turnouts.....  | 131.17                    | 765.92            | 99.40  | 131.17                    | 865.32            |
| Laid with steel rail, main line .....             | 78.60                     | 422.26            | .....  | 78.60                     | 422.26            |
| Laid with steel rail, branches or other roads.... | 16.46                     | 107.87            | 70.70  | 16.46                     | 177.77            |
| Laid with iron rail, branches or other roads....  | 1.87                      | 12.88             | 12.43  | 1.87                      | 25.31             |

Average life of rails—steel, 10 years; iron, 8 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 95 lbs., minimum, 63 lbs.; iron, maximum, 63 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH<br>OR ROAD. | From            | To                | Length in New<br>York State. | Entire length. | Owned or<br>leased. | Miles of double<br>track. | Miles laid with<br>steel rail. | Miles laid with<br>iron rail. |
|----------------------------|-----------------|-------------------|------------------------------|----------------|---------------------|---------------------------|--------------------------------|-------------------------------|
| Grand Junction .....       | Cottage Farm.   | East Boston ..... | .....                        | 9.45           | Owned..             | 5.11                      | 14.56                          | .....                         |
| Newton Highlands .....     | Boston .....    | Cook street ..... | .....                        | 6.89           | Owned..             | 6.89                      | 13.78                          | .....                         |
| Side .....                 | Riverside ..... | Cook street ..... | .....                        | 3.04           | Owned..             | 3.00                      | 6.04                           | .....                         |
| Lower Falls.....           | Riverside ..... | Newton L. Falls.  | .....                        | 1.10           | Owned..             | .....                     | 1.10                           | .....                         |
| Side .....                 | Natick .....    | Saxonville .....  | .....                        | 3.70           | Owned..             | .....                     | 3.47                           | .23                           |
| Side .....                 | S. Framingham   | Millford .....    | .....                        | 12.00          | Owned..             | .....                     | 12.00                          | .....                         |
| Side .....                 | Millbury Junc.  | Millbury .....    | .....                        | 3.00           | Owned..             | .....                     | 2.97                           | .03                           |
| Side .....                 | South Spencer.  | Spencer .....     | .....                        | 2.18           | Owned..             | .....                     | 1.61                           | .57                           |
| Side .....                 | Springfield.    | Athol .....       | .....                        | 45.28          | Owned..             | .....                     | 36.08                          | 10.18                         |
| Side .....                 | Chatham .....   | Hudson .....      | 17.33                        | 17.33          | Owned..             | 1.00                      | 16.46                          | 1.87                          |
| Side .....                 | Webster Junc.   | Webster .....     | .....                        | 11.23          | Leased.             | .....                     | 11.23                          | .....                         |
| Side .....                 | E. Brookfield.  | N. Brookfield.    | .....                        | 4.00           | Leased.             | .....                     | 2.00                           | 1.99                          |
| Side .....                 | Palmer .....    | Winchendon....    | .....                        | 49.35          | Leased.             | .....                     | 44.25                          | 5.10                          |
| Side .....                 | Pittsfield..... | North Adams....   | .....                        | 18.55          | Leased.             | .....                     | 13.21                          | 5.34                          |

## Description of Road and Equipment—(Continued).

| BRIDGES.              | IN NEW YORK STATE. |                          | ENTIRE LINE. |                   |
|-----------------------|--------------------|--------------------------|--------------|-------------------|
|                       | Number.            | Aggregate length.        | Number.      | Aggregate length. |
| Iron bridges .....    | 19                 | <i>Feet.</i><br>1,421.20 | 150          | 10,291.32         |
| Stone bridges .....   | 8                  | 161                      | 46           | 1,408.81          |
| Wooden bridges .....  | 5                  | 424.50                   | 26           | 1,911.84          |
| Wooden trestles ..... | .....              | .....                    | 10           | 3,334.72          |
| Total .....           | 32                 | 2,006.70                 | 232          | 16,946.69         |

| EQUIPMENT.  | No. owned. | Maximum weight of each in pounds. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---|------------|-----------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....                                      | 28         | 190,000                           | 15                             | 28                              | .....                             |
| Locomotives, 6 drivers .....                                      | 9          | 130,000                           | 15                             | 9                               | .....                             |
| Locomotives, 4 drivers .....                                      | 195        | 160,000                           | 15                             | 114                             | 64                                |
| Total .....   | 232        | .....                             | .....                          | 151                             | 64                                |
| 19.36 per cent of four buffet cars, Boston and Chicago line ..... | .....      | .....                             | .....                          | .....                           | .....                             |
| First-class passenger cars .....                                  | 284        | 86,000                            | 15                             | 283                             | 282                               |
| Baggage, mail and express cars .....                              | 56         | 57,200                            | 15                             | 56                              | 56                                |
| Total .....   | 340        | .....                             | .....                          | 339                             | 338                               |
| Box freight cars .....  | 3,228      | 24,000                            | 15                             | 474                             | 1,035                             |
| Stock freight cars .....  | 156        | 28,000                            | 12                             | 14                              | 84                                |
| Coal freight cars .....   | 1,895      | 27,000                            | 10                             | .....                           | 416                               |
| Coal freight cars, 4 wheels .....                                 | 250        | 10,000                            | 10                             | .....                           | .....                             |
| Flat freight cars, 8 wheels .....                                 | 709        | 20,000                            | 10                             | 9                               | 165                               |
| Caboose, 4-wheel cars .....                                       | 75         | 14,000                            | 15                             | 2                               | 10                                |
| Caboose, 8-wheel cars .....                                       | 8          | 26,000                            | 15                             | .....                           | .....                             |
| Service cars .....  | 277        | 44,000                            | 10                             | 47                              | 94                                |
| Total .....   | 6,598      | .....                             | .....                          | 546                             | 1,804                             |

Westinghouse brake and Miller hook on passenger cars; Ames, Thurmond, Dowling and Trojan couplers on freight cars.

On the main line split-rail switches are in use. On branches split-rail and Tyler.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Length of steel rails laid during year in repairs, miles ..... | 6.24            | 89.75        |
| Railroads crossing road at grade .....                         | 2               | 17           |
| Railroads crossing road over or under grade .....              | .....           | .....        |
| Highway crossings at grade without protection .....            | 43              | .....        |
| Highway crossings at grade protected by gates or flagmen ..... | 13              | 1            |
| Highway crossings over or under grade .....                    | 24              | .....        |
| Overhead obstructions less than twenty feet above track .....  | 18              | .....        |

Passenger cars heated by hot water and steam, lighted with oil, 300° test, and gas, ventilated by windows in roof.

The Adams Express Company does business on this road, paying a fixed charge for certain amount of space, and any excess is charged at a fixed rate.

The Wagner Palace Car Company runs its cars on this line, but no contract exists with it, and no revenue is derived by the railroad company from this source.



Red, White, Midland, Blue, Canada Southern, and Milwaukee and Michigan lines run over road, using railroad company's cars; the Merchants' Despatch Transportation Company use their own cars; no discrimination exercised towards any.

The mails are carried at the rates made by the United States government.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage.         |
|---|------------------|
| Flour .....   | 186,700          |
| Grain .....   | 406,878          |
| Meats and provisions .....  | 161,138          |
| Live stock .....  | 116,009          |
| Lumber .....  | 296,830          |
| Pig and bar iron and steel .....  | 324,664          |
| Iron or other ores .....  | 121,200          |
| Coal and coke .....   | 761,368          |
| Petroleum and other oils .....  | 85,022           |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 172,100          |
| All other manufactures .....  | 547,801          |
| All other merchandise .....   | 306,208          |
| All other agricultural products .....   | 521,197          |
| All other articles not included above .....   | 109,368          |
| <b>Total .....</b>  | <b>3,913,873</b> |

## NUMBER OF ACCIDENTS.

|                    | Injured.  | Killed.  | Total.    |
|--------------------|-----------|----------|-----------|
| Passengers .....   | 1         | .....    | 1         |
| Employees .....    | 9         | 1        | 10        |
| Others .....       | 2         | 1        | 3         |
| <b>Total .....</b> | <b>12</b> | <b>2</b> | <b>14</b> |

## EMPLOYEES.

Average number of persons employed (including officials) during year .... 5,693  
 Aggregate amount of salaries and wages paid them during year..... \$3,490,158 26

## Officers of the Company.

| Name.                     | Title.                            | Official Address.  |
|---------------------------|-----------------------------------|--------------------|
| WILLIAM BLISS .....       | President .....                   | Boston, Mass.      |
| EDWARD D. HAYDEN .....    | Vice-President .....              | Boston, Mass.      |
| WALTER H. BAERNES .....   | General Manager .....             | Boston, Mass.      |
| SAMUEL HOAR .....         | General Counsel .....             | Boston, Mass.      |
| CHARLES E. STEVENS .....  | Treasurer .....                   | Boston, Mass.      |
| FRANK H. BATCLIFFE .....  | Assistant Treasurer .....         | Boston, Mass.      |
| HENRY T. GALLUP .....     | General Superintendent .....      | Springfield, Mass. |
| ARTHUR MILLS .....        | General Traffic Manager .....     | Boston, Mass.      |
| HENRY B. CHAPIN .....     | General Freight Agent .....       | Boston, Mass.      |
| HAMILTON PERKINS .....    | Asst. General Freight Agent ..... | Boston, Mass.      |
| ARTHUR S. HANSON .....    | General Passenger Agent .....     | Boston, Mass.      |
| MYRON E. BARBER .....     | Auditor .....                     | Boston, Mass.      |
| WILLIAM H. RUSSELL .....  | Engineer .....                    | Springfield, Mass. |
| ARTHUR B. UNDERHILL ..... | Superintendent Motive Power ..... | Springfield, Mass. |
| ALBERT HOLT .....         | Paymaster .....                   | Boston, Mass.      |

## Directors of the Company.

| Name.                    | Residence.         |
|--------------------------|--------------------|
| WILLIAM BLISS .....      | Boston, Mass.      |
| IN CUMMINGS .....        | Woburn, Mass.      |
| WARD L. DAVIS .....      | Worcester, Mass.   |
| LUNCY M. DEFEW .....     | New York city.     |
| VIS N. DUNHAM .....      | Pittsfield, Mass.  |
| WARD B. GILLET .....     | Westfield, Mass.   |
| WARD D. HAYDEN .....     | Woburn, Mass.      |
| SAMUEL HOAR .....        | Concord, Mass.     |
| WES KIMBALL .....        | Brookline, Mass.   |
| OS C. ROGERS .....       | Peabody, Mass.     |
| JES A. RUMRELL .....     | Springfield, Mass. |
| CHARLES S. SARGENT ..... | Brookline, Mass.   |
| W P. SPAULDING .....     | Boston, Mass.      |

Title of company, Boston and Albany Railroad Company.

General offices at Boston and Springfield, Mass.

Date of stockholders' annual meeting, fourth Wednesday in September.

Date of close of fiscal year, June 30.

For information concerning this report, address M. E. Barber, Auditor, Boston, Mass.

### BRADFORD, ELDRED AND CUBA.

(Date of charter, May 11, 1881.)

For history of organization, see Reports of 1885 and 1886.

#### Capital Stock and Funded Debt.

##### CAPITAL STOCK.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter .....         | 5,000          | \$500,000           | .....                                      |
| Issued for actual cash and now outstanding | 4,800          | 480,000             | \$480,000                                  |

##### FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date. | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|-------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |       |              | Rate.     | When<br>payable. |                            |                             |  |
| First mortg. bonds      | 1882  | 50           | p.c.<br>6 | Jan. and July..  | \$500,000                  | \$500,000                   | \$500,000  |
| Second mortg. bds.      | 1882  | 50           | 6         | Dec. and June.   | 100,000                    | 60,000                      | 60,000   |
| Total .....             | ..... | .....        | .....     | .....            | \$600,000                  | \$560,000                   | \$560,000  |

#### Cost of Road and Equipment.

|   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost of<br>road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Land, right of way .....                                  | \$350 00   | \$350 00  |
| Total cost of road and equipment up to June 30, 1890..... |  | 556,680 01  |
| Total .....   |  | \$557,030 01  |
| Less cash realized from sale of cars, etc.....            |  | 2,200 00  |
| Grand total cost of road and equipment .....              |  | \$554,830 01  |

#### Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$37,900 00 |
| Less operating expenses (excluding all taxes) ..... | 37,730 00   |
| Net earnings from operation .....                   | \$170 00    |

*Deductions from income, as follows, viz.:*

|  |             |                    |
|--|-------------|--------------------|
| Interest on funded debt due and accrued..... | \$33,600 00 |                    |
| Rentals.....                                 | 12 00       |                    |
| Taxes.....                                   | 948 06      |                    |
| Interest on floating debt.....               | 1,379 07    |                    |
|  |             | <u>\$35,937 12</u> |
| Deficit for year ending June 30, 1891 .....  |             | <u>\$35,697 12</u> |

**General Income Account.**

|  |                     |
|--|---------------------|
| Deficit for year ending June 30, 1891..... | \$35,697 12         |
| Deficit up to June 30, 1890 .....          | 286,543 42          |
| Total deficit June 30, 1891 .....          | <u>\$371,240 54</u> |

**DETAILED STATEMENT OF RENTALS.**

|  |         |
|--|---------|
| Rent of ground where depot stands at Wellsville, N. Y..... | \$12 00 |
|--|---------|

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                             | Passenger.  | Freight.    | Total.      |
|-----------------------------|-------------|-------------|-------------|
| Freight, all local.....     |             | \$17,246 51 | \$17,246 51 |
| Passengers, all local ..... | \$17,728 25 |             | 17,728 25   |
| Mail.....                   | 1,941 61    |             | 1,941 61    |
| Express.....                | 1,060 20    |             | 1,060 20    |
| Miscellaneous .....         |             | 85          | 85          |
| Total gross earnings.....   | \$20,730 06 | \$17,247 36 | \$37,977 42 |

**OPERATING EXPENSES.***Maintenance of way and structures:*

|   |                    |
|---|--------------------|
| Repairs of track .....  | \$1,147 46         |
| Repairs of roadbed.....   | 7,765 32           |
| Repairs of bridges (including culverts and cattle-guards) ..... | 2,592 07           |
| Repairs of stations, shops, docks, etc.....                     | 202 54             |
| Repairs of fences.....  | 116 29             |
| Total .....   | <u>\$11,823 68</u> |

*Maintenance of equipment:*

|                                     |                   |
|-------------------------------------|-------------------|
| Repairs of locomotives.....         | \$1,687 04        |
| Repairs of cars .....               | 1,582 86          |
| Repairs of machinery and tools..... | 63 14             |
| Total .....                         | <u>\$3,333 04</u> |

*Conducting transportation:*

|  |                    |
|--|--------------------|
| Wages of conductors and men .....          | \$4,989 44         |
| Wages of engineers and firemen.....        | 4,556 55           |
| Fuel for locomotives.....                  | 3,696 98           |
| Oil and waste .....                        | 371 37             |
| Water supply .....                         | 130 28             |
| Other train supplies or expenses .....     | 60 08              |
| e of station agents and clerks.....        | 4,111 83           |
| e for labor at stations .....              | 134 75             |
| n supplies.....                            | 80 83              |
| xpenses for conducting transportation..... | 113 80             |
| Total .....                                | <u>\$18,245 91</u> |

*Other expenses:*

|   |            |
|---|------------|
| Wages of general officers and clerks..... | \$3,025 00 |
| Printing and stationery.....              | 332 72     |
| Traveling expenses.....                   | 510 43     |
| Damage of freight and baggage.....        | 139 68     |

|  |                   |
|--|-------------------|
| Damage to cattle and property.....       | \$25 00           |
| Injuries to persons.....                 | 93 00             |
| Telegraph maintenance and operation..... | 18 40             |
| Other general expenses.....              | 190 56            |
| <b>Total .....</b>                       | <b>\$4,334 79</b> |

Grand total operating expenses..... **\$37,737 42**

**General Balance Sheet June 30, 1891.**

| <b>ASSETS.</b>  |                       |
|---|-----------------------|
| Cost of road and equipment.....                       | \$654,823 57          |
| <i>Other permanent investments, as follows, viz.:</i> |                       |
| Bonds of other companies.....                         | \$604,119 50          |
| <i>Current assets, as follows, viz.:</i>              |                       |
| Cash on hand.....                                     | \$2,077 88            |
| Bills receivable.....                                 | 29,585 91             |
| Due by agents.....                                    | 823 62                |
| Open accounts.....                                    | 1,088 43              |
| Unclaimed wages.....                                  | 88 19                 |
|   | <b>33,164 03</b>      |
| Profit and loss (deficiency).....                     | 271,240 54            |
|   | <b>\$1,463,346 64</b> |

| <b>LIABILITIES.</b>                           |                       |
|---|-----------------------|
| Capital stock.....                            | \$480,000 00          |
| Funded debt.....                              | 580,000 00            |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | \$245,220 00          |
| Dividends unpaid.....                         | 275 00                |
| Audited vouchers and pay-rolls.....           | 27,855 45             |
| Open accounts.....                            | 13,999 95             |
| Loans and bills payable.....                  | 127,828 32            |
| Due Cuba branch.....                          | 8,167 92              |
|   | <b>423,346 64</b>     |
|   | <b>\$1,463,346 64</b> |

**Traffic and Mileage Statistics.**

| <b>ITEM.</b>                                    | <b>All local.</b> |
|---|-------------------|
| Number of passengers carried.....               | 38,314            |
| Number of passengers carried one mile.....      | 536,396           |
| Number of tons of freight carried.....          | 16,281            |
| Number of tons of freight carried one mile..... | 326,640           |
| Passenger train mileage.....                    | 41,316            |
| Freight train mileage.....                      | 34,743            |
| All other train mileage.....                    | 76,059            |
| <b>Total train mileage.....</b>                 | <b>152,118</b>    |

| <b>ITEM.</b>   | <b>Earnings.</b> | <b>Expenses.</b> | <b>Profit.</b> |
|--|------------------|------------------|----------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$20,730 06      | \$18,982 45      | \$1,747 61     |
| Average per passenger carried.....   | 541              | 495              | 046            |
| Average per passenger per mile.....  | 0386             | 0354             | 0032           |
| Average per passenger train per mile.....  | 5017             | 4594             |                |
| Freight earnings and expenses (including miscellaneous earnings)                     | 17,247 36        | 18,754 97        | Loss 1,507 61  |
| Average per ton of freight carried.....  | 1 089            | 1 152            |                |
| Average per ton of freight per mile.....   | 05296            | 05759            | 0              |
| Average per freight train per mile.....  | 496              | 539              | 0              |

| <b>ITEM.</b>  | <b>All l. Cent</b> |
|---|--------------------|
| Computed on earnings from carrying passengers and freight only.....         |                    |
| Average rate received per mile for carrying passengers, all classes.....    | 8                  |
| Average rate received per mile per ton for carrying freight, all classes... |                    |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all<br>in N. Y. State. | MILES LEASED.             |                   | TOTAL MILES.              |                   |
|--|-------------------------------------|---------------------------|-------------------|---------------------------|-------------------|
|  |                                     | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. |
| Main line authorized from Cuba to State line at<br>Ceres ..... | 28.71                               | .....                     | .....             | 28.71                     | 28.71             |
| Total of branches or other roads authorized.....               | .....                               | 24.24                     | 29.98             | 24.24                     | 29.98             |
| Main line laid, single track .....                             | 4.31                                | .....                     | .....             | 4.31                      | 4.31              |
| Branches or other roads laid, single track .....               | .....                               | 24.24                     | 29.98             | 24.24                     | 29.98             |
| Total single track .....                                       | 4.31                                | 24.24                     | 29.98             | 28.55                     | 34.29             |
| Sidings and turnouts on main line.....                         | .97                                 | .....                     | .....             | .97                       | .97               |
| Grand total of tracks, sidings and turnouts..                  | 5.28                                | 24.24                     | 29.98             | 29.52                     | 35.26             |
| Laid with steel rail, main line .....                          | .....                               | .....                     | 2.10              | .....                     | 2.10              |
| Laid with iron rail, main line .....                           | 4.31                                | .....                     | .....             | 4.31                      | 4.31              |
| Laid with iron rail, branches or other roads.....              | .....                               | 22.14                     | 27.88             | 22.14                     | 27.88             |

Average life of rails—steel, 14 years, iron, 5 years; average life of ties, 5 years; weight of rails per yard—steel, 40 lbs.; iron, 30 lbs.; gauge of track, 3 feet; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH<br>OR ROAD.             | From                  | To                           | Length in<br>N. Y. State. | Entire<br>length. | Owned or<br>leased. | Miles laid<br>with steel<br>rail. | Miles laid<br>with iron<br>rail. |
|--|-----------------------|------------------------------|---------------------------|-------------------|---------------------|-----------------------------------|----------------------------------|
| Wellsville, Bolivar<br>and Eldred..... | Wellsville, N. Y..... | Little Genesee,<br>N. Y..... | 20.62                     | 20.62             | *                   | .....                             | 20.62                            |
| Bradford, Richburg<br>and Cuba .....   |                       | Eldred, Pa.....              | 8.62                      | 9.36              | *                   | 2.10                              | 7.26                             |

## BRIDGES.

## ALL IN NEW YORK STATE.

|                       | Number. | Aggregate<br>length. |
|-----------------------|---------|----------------------|
|                       |         |                      |
| Wooden bridges .....  | 3       | Feet.<br>305         |
| Wooden trestles ..... | 33      | 5,280                |
| Total .....           | 36      | 5,585                |

## EQUIPMENT.

|                              | No. owned. | Maximum<br>weight of each<br>in lbs. | No. equipped<br>with patent<br>brake. | No. equipped<br>with patent<br>coupler. |
|------------------------------|------------|--------------------------------------|---------------------------------------|---|
| Locomotives, 6 drivers ..... | 2          | 40,000                               | 2                                     | .....                                   |
| Locomotives, 4 drivers ..... | 2          | 36,000                               | 2                                     | .....                                   |
| Al.....                      | 4          | .....                                | 4                                     | .....                                   |

\* Leased.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                           | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|--------------------------------|---------------------------------|-----------------------------------|
| First-class passenger cars .....     | 5          | .....                          | 5                               | 5                                 |
| Second-class passenger cars .....    | 3          | .....                          | 3                               | 1                                 |
| Baggage, mail and express cars ..... | 3          | .....                          | 3                               | 3                                 |
| Total .....                          | 11         | .....                          | 11                              | 9                                 |
| Box freight cars .....               | 15         | .....                          | .....                           | .....                             |
| Coal freight cars .....              | 66         | .....                          | .....                           | .....                             |
| Flat freight cars .....              | 22         | .....                          | .....                           | .....                             |
| Service cars .....                   | 11         | .....                          | .....                           | .....                             |
| Total .....                          | 114        | .....                          | .....                           | .....                             |

Passenger cars are equipped with Eames' vacuum brake and Miller coupler; ordinary hand brake on freight cars.

All point, old style, switches in use on this road.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Railroads crossing road at grade .....              | .....           | 1            |
| Highway crossings at grade without protection ..... | 9               | 12           |

Passenger cars are heated by coal stoves, lighted by kerosene lamps, and ventilated in transoms.

Wells, Fargo Company's Express runs over this line, special agreement, paying same as United States Express for previous year.

Contract with the United States government for transportation of mails, \$59.85 per mile for 33.16 miles.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage. |
|---|----------|
| Flour .....                                 | 224      |
| Grain .....                                 | 126      |
| Meats and provisions .....                  | 123      |
| Live stock .....                            | 4        |
| Lumber .....                                | 9,477    |
| Pig and bar iron and steel .....            | 900      |
| Iron or other ores .....                    | 265      |
| Coal and coke .....                         | 100      |
| Petroleum and other oils .....              | 65       |
| Manufactures .....                          | 3,592    |
| All other merchandise .....                 | 544      |
| All other agricultural products .....       | 284      |
| All other articles not included above ..... | 528      |
| Total .....                                 | 16,292   |

## EMPLOYEES.

Average number of persons employed (including officials) during year...

Aggregate amount of salaries and wages paid them during year ..... \$22.8

## Officers of the Company.

| Name.                | Title.                               | Official Addr. |
|----------------------|--------------------------------------|----------------|
| T. C. PLATT .....    | Receiver .....                       | New York city  |
| FRANK M. BAKER ..... | Agent for Receiver and Auditor ..... | Addison, N. Y. |
| F. R. WINNE .....    | Cashier .....                        | Addison, N. Y. |
| W. W. ATWOOD .....   | Superintendent .....                 | Wellsville, N. |

## Directors of the Company.

| <i>Name.</i>             | <i>Residence.</i> |
|--------------------------|-------------------|
| CHAS. C. ATTENBURG ..... | New York city.    |
| FRANK M. BAKER .....     | Owego, N. Y.      |
| H. T. BELLINGER .....    | Elizabeth, N. J.  |
| ED. M. DICKERSON .....   | New York city.    |
| HERMAN S. LEROY .....    | New York city.    |
| W. E. MARTINS .....      | New York city.    |
| THOS. C. PLATT .....     | New York city.    |
| FRANK H. PLATT .....     | New York city.    |
| AUGUST STEIN .....       | New York city.    |
| B. W. SPENCER .....      | New York city.    |
| W. C. SHELDON .....      | New York city.    |
| THEO. F. WOOD .....      | New York city.    |

Title of company, Bradford, Eldred and Cuba Railroad Company.

General offices at Addison, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address Frank M. Baker, Agent for Receiver.

## BROOKLYN, BATH AND WEST END.

(Date of charter, January 22, 1872.)

For history of organization, see Report of 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter...                  | 5,000          | \$500,000        | 1,000          | \$100,000        | .....                                |
| Issued for actual cash and now outstanding ..... | 5,000          | 500,000          | .....          | .....            | \$500,000                            |

Number of stockholders..... 35

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| mortgage, as A.....  | Jan. 1, 1877 | 20           | p.c.      | July & Jan. 1 | \$250,000          | \$250,000           | \$250,000                            |
| mortgage, as B.....  | .....        | 20           | 5         | Apr. & Oct. 1 | 250,000            | 250,000             | .....                                |
| and mortgage         | .....        | 5            | .....     | .....         | 100,000            | .....               | .....                                |
| total.....           | .....        | .....        | .....     | .....         | \$600,000          | \$500,000           | .....                                |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1890. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Cost of road to June 30, 1890 .....                  |  | \$988,708 39  |
| Bridges .....  | \$118 43   |   |
| Superstructure (including ties) .....                | 262 28   |   |
| Land (balance by purchase and sale) .....            | 4,633 74   |   |
| Passenger and freight stations and train yards ..... | 64,296 15  |   |
| Fuel and water stations .....                        | 599 81   |   |
| Engineering expenses .....                           | 1,888 00   |   |
| Interest and discount charged to construction .....  | 16,380 00  | 88,168 36   |
| Total cost of road .....                             | \$88,168 36  | \$1,026,876 75  |
| <b>EQUIPMENT.</b>                                    |  |   |
| Cost of equipment to June 30, 1890 .....             |  | \$73,074 96   |
| Passenger cars, applying Cowell coupler .....        | \$5,451 71   |   |
| Interest charged to equipment .....                  | 340 40   | 5,792 11  |
| Total cost of equipment .....                        | \$5,792 11   | \$78,867 06   |
| Grand total cost of road and equipment .....         | \$93,960 47  | \$1,105,743 81  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |            |             |
|--|------------|-------------|
| Continuation of construction of new union passenger station and train-yard at Thirty-sixth street and Fifth avenue, Brooklyn .....         |            | \$64,148 87 |
| Improvements and enlargements of three passenger stations: Bath Beach, Bensonhurst and South Bensonhurst .....                             |            | 147 26      |
| Completion of new draw-bridge at Coney Island creek .....  |            | 118 43      |
| New water station at Coney Island bridge .....   |            | 599 81      |
| Land purchased at Coney Island terminus and land exchanged at city line for railroad purposes, and expenses attendant upon transfers ..... | \$6,077 74 |             |
| Less amount charged off for union depot purposes .....   | 1,674 00   |             |
|  |            | 4,633 74    |
| Engineering expenses .....   |            | 1,888 00    |
| Interest and discount charged to construction .....  |            | 16,380 00   |
| Prospect Park and Coney Island railroad connection at city line .....  |            | 262 28      |
| Applying Cowell automatic couplers and buffers to all passenger cars .....   |            | 5,451 71    |
| Interest charged to equipment .....  |            | 340 40      |
|  |            | \$93,960 47 |

## Income Account for Year Ending June 30, 1891.

|   |             |              |
|---|-------------|--------------|
| Gross earnings from operation .....                 |             | \$108,085 64 |
| Less operating expenses (excluding all taxes) ..... |             | 84,304 80    |
| Gross income from all sources .....                 |             | \$18,760 84  |
| <i>Deductions from income, as follows, viz.:</i>    |             |              |
| Interest on funded debt due and accrued .....       | \$24,912 14 |              |
| Taxes on property used in operation of road .....   | 3,421 28    |              |
| Taxes on earnings and capital stock .....           | 496 16      |              |
| Interest on other than funded debt .....            | 4,880 12    |              |
|   |             | 33,709 70    |
| Deficit for year ending June 30, 1891 .....         |             | \$14,948 36  |

## General Income Account.

|   |             |
|---|-------------|
| Deficit for year ending June 30, 1891 ..... | \$14,948 36 |
| Surplus up to June 30, 1890 .....           | 0           |
| Total deficit June 30, 1891 .....           | \$14,948 36 |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                   |  |              |
|-----------------------------|--|--------------|
| Freight, all local .....    |  | \$1,...      |
| Passengers, all local ..... |  | 100,88       |
| Rentals .....               |  | 87           |
| Total gross earnings .....  |  | \$108,085 64 |



# BROOKLYN, BATH AND WEST END.

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## OPERATING EXPENSES.

### Maintenance of way and structures :

|  |                   |
|--|-------------------|
| Repairs of track and roadbed.....                              | \$6,438 81        |
| Repairs of bridges (including culverts and cattle-guards)..... | 19 84             |
| Repairs of stations, shops, docks, etc.....                    | 1,890 62          |
| <b>Total.....</b>  | <b>\$7,848 67</b> |

### Maintenance of equipment :

|  |                   |
|--|-------------------|
| Repairs of locomotives.....                      | \$3,008 97        |
| Repairs of cars.....                             | 3,117 86          |
| Repairs of machinery and tools.....              | 256 62            |
| Other expenses for maintenance of equipment..... | 689 28            |
| <b>Total.....</b>                                | <b>\$7,167 06</b> |

### Conducting transportation :

|   |                    |
|---|--------------------|
| Wages of conductors and men.....                  | \$5,703 91         |
| Wages of engineers and firemen.....               | 7,943 30           |
| Fuel for locomotives.....                         | 14,197 67          |
| Oil and waste.....                                | 621 06             |
| Water supply.....                                 | 808 18             |
| Other train supplies or expenses.....             | 1,092 16           |
| Wages of station agents and clerks.....           | 5,246 90           |
| Wages for labor at stations.....                  | 2,634 50           |
| Station supplies.....                             | 2,013 63           |
| Wages of watchmen, flagmen and switchmen.....     | 4,647 16           |
| Other expenses for conducting transportation..... | 350 00             |
| <b>Total.....</b>                                 | <b>\$45,053 36</b> |

### General expenses :

|  |                    |
|--|--------------------|
| Salaries of general officers and clerks..... | \$8,576 42         |
| General office expenses and supplies.....    | 815 70             |
| Stationery and printing.....                 | 2,935 50           |
| Outside agencies and advertising.....        | 1,162 50           |
| Legal expenses.....                          | 4,092 36           |
| Injuries to persons.....                     | 4,365 34           |
| Telegraph maintenance and operation.....     | 867 43             |
| Other general expenses.....                  | 1,340 44           |
| <b>Total.....</b>                            | <b>\$24,235 69</b> |

|  |                    |
|--|--------------------|
| <b>Grand total operating expenses.....</b> | <b>\$64,804 80</b> |
|--|--------------------|

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |                       |
|--|-----------------------|
| Cost of road.....                        | \$1,026,876 75        |
| Cost of equipment.....                   | 78,867 06             |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand.....                        | \$5,670 27            |
| Due by agents.....                       | 8 00                  |
| Open accounts.....                       | 1,922 80              |
| Materials and supplies.....              | 893 95                |
| <b>Profit and loss (deficiency).....</b> | <b>8,495 02</b>       |
|  | 14,269 28             |
|  | <b>\$1,128,498 06</b> |

### LIABILITIES.

|   |                       |
|---|-----------------------|
| Capital stock.....                            | \$500,000 00          |
| Funded debt.....                              | 500,000 00            |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | \$9,269 78            |
| Audited vouchers and pay-rolls.....           | 4,283 29              |
| Open accounts.....                            | 9,024 68              |
| Notes and bills payable and mortgages.....    | 105,931 81            |
|   | 128,498 06            |
|   | <b>\$1,128,498 06</b> |

## Traffic and Mileage Statistics.

### ITEM.

### All local.

|   |           |
|---|-----------|
| Number of passengers carried.....               | 1,028,516 |
| Number of passengers carried one mile.....      | 3,461,062 |
| Number of tons of freight carried.....          | 3,225     |
| Number of tons of freight carried one mile..... | 10,478    |

|                                 |                |
|---------------------------------|----------------|
| Passenger train mileage.....    | 131,475        |
| Freight train mileage.....      | 5,154          |
| All other train mileage.....    | 1,515          |
| <b>Total train mileage.....</b> | <b>138,144</b> |

| ITEM.  | Earnings.    | Expenses.   | Profit.     |
|--|--------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$108,065 64 | \$84,304 80 | \$18,760 84 |
| Average per passenger carried .....  | 1002         | 0819        | 0183        |
| Average per passenger per mile .....   | 0298         | 0244        | 0054        |
| Average per passenger train per mile .....   | 784          | 6413        | 1427        |

## ITEM.

|  |             |
|--|-------------|
| Computed on earnings from carrying passengers only.                      | All local.  |
| Average rate received per mile for carrying passengers, all classes..... | Cents. 2.92 |

## Description of Road and Equipment.

## TRACK.

Miles owned, all  
in N. Y. State.

|  |              |
|--|--------------|
| Main line from Brooklyn to Coney Island, single track..... | 6.64         |
| Second track on main line.....                             | 6.14         |
| Sidings and turnouts on main line .....                    | 3.72         |
| <b>Grand total of tracks, sidings and turnouts .....</b>   | <b>16.50</b> |

|                                      |       |
|--------------------------------------|-------|
| Laid with steel rail, main line..... | 12.85 |
| Laid with iron rail, main line ..... | 3.65  |

Average life of rails—steel, 15 years; iron, 10 years; average life of ties, 5 years; weight of rails per yard—steel, maximum, 54 lbs., minimum, 50 lbs.; iron, maximum, 40 lbs., minimum, 35 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stones.

| BRIDGES.          | ENTIRE LINE IN NEW YORK STATE. |                   |
|-------------------|--------------------------------|-------------------|
|                   | Number.                        | Aggregate length. |
| Iron bridges..... | 2                              | Feet.<br>148      |

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers.....          | 7          | \$7,000               | 60,000                         | 20                             | 7                               | ---                               |
| First-class passenger cars.....      | 9          | \$3,000               | 20,000                         | 15                             | 9                               | ---                               |
| Open cars .....                      | 38         | 2,000                 | 7,000                          | 10                             | 38                              | ---                               |
| Baggage, mail and express cars ..... | 2          | 2,000                 | 8,000                          | 8                              | 2                               | ---                               |
| <b>Total.....</b>                    | <b>49</b>  | <b>.....</b>          | <b>.....</b>                   | <b>.....</b>                   | <b>49</b>                       | <b>---</b>                        |

Eames' vacuum brake and Cowell automatic coupler are used on passenger cars. Point switches are used exclusively.

**Miscellaneous Statistics.**

| ITEM.   | Entire line in<br>N. Y. State. |
|---|--------------------------------|
| Telegraph operated by company, miles.....                     | 6.64                           |
| Railroads crossing road at grade.....                         | 2                              |
| Railroads crossing road over or under grade.....              | 1                              |
| Highway crossings at grade without protection.....            | 5                              |
| Highway crossings at grade protected by gates or flagmen..... | 10                             |

Passenger cars heated by Spear heaters, lighted by center kerosene oil lamps and ventilated by patent top ventilators.  
 No express business was done on the road during the year, nor any sleeping, hotel or parlor cars run.  
 Mails carried by messengers.

**DESCRIPTION OF FREIGHT MOVED.**

| ITEM.  | Tonnage.     | Per cent.  |
|--|--------------|------------|
| Flour and grain .....  | 865          | 26.8       |
| Meats and provisions .....   | 285.50       | 8.9        |
| Lumber .....   | 260          | 8.1        |
| Petroleum and other oils .....   | 27           | .8         |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 600.25       | 18.6       |
| All other manufactures.....  | 30.25        | .9         |
| All other articles not included above.....   | 1,157        | 35.9       |
| <b>Total .....</b>   | <b>3,225</b> | <b>100</b> |

**NUMBER OF ACCIDENTS.**

|   | Injured. |
|---|----------|
| Other than passenger or employees ..... | 7        |

**EMPLOYEES.**

|   |             |
|---|-------------|
| Average number of persons employed (including officials) during year... | 66          |
| Aggregate amount of salaries and wages paid them during year.....       | \$48,562 12 |

**Officers of the Company.**

| Name.                 | Title.                | Official Address.                        |
|-----------------------|-----------------------|--|
| JOHN M. BUTLER.....   | President.....        | 119 S. Fourth st., Philadelphia, Pa.     |
| J. HORACE HARDING.... | Secretary and Treas.. | 122 S. Fourth st., Philadelphia, Pa.     |
| JOHN P. HEINDELL..... | Superintendent.....   | Fifth ave. and 36th st., Brooklyn, N. Y. |
| O. M. MEARS.....      | Auditor.....          | Fifth ave. and 36th st., Brooklyn, N. Y. |

**Directors of the Company.**

| Name.                    | Residence.                           |
|--------------------------|--------------------------------------|
| A. G. McDONALD .....     | 16 Court street, Brooklyn, N. Y.     |
| JOHN M. BUTLER .....     | 119 S. Fourth st., Philadelphia, Pa. |
| WILLIAM A. INGHAM .....  | 320 Walnut st., Philadelphia, Pa.    |
| EDWARD ROBERTS, JR. .... | 320 Walnut st., Philadelphia, Pa.    |
| JOHN L. KATES .....      | 1606 Arch street, Philadelphia, Pa.  |
| PERCIVAL ROBERTS .....   | 221 S. Fourth st., Philadelphia, Pa. |
| W. FREDERICK SNYDER..... | 501 Green street, Philadelphia, Pa.  |
| JOHN DICKEY .....        | Ninth Nat. Bank, Philadelphia, Pa.   |
| ISAAC GERHART .....      | 128 S. Sixth st., Philadelphia, Pa.  |

**Title of company, Brooklyn, Bath and West End Railroad Company.**  
**General offices at Fifth avenue and Thirty-sixth street, Brooklyn, N. Y.**  
 e of close of fiscal year, June 30.  
 e of stockholders' annual meeting, second Thursday in November.  
 information concerning this report, address O. M. Mears, Auditor.

**BROOKLYN AND BRIGHTON BEACH.**

(Date of charter, September 2, 1887.)

For history of organization, see Report of 1888.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter. Issued for actual cash and on account of construction and now outstanding..... | 5,000          | \$500,000        | 5,000          | \$500,000        | \$1,000,000                          |

Grand total of common and preferred stock now outstanding ..... \$1,000,000  
 Number of stockholders..... 29

**FUNDED DEBT.**

| DESIGNATION OF LIEN.  | Date.         | Term, years. | Rate of interest. | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------------|---------------|--------------|-------------------|--------------------|---------------------|--------------------------------------|
| First mortgage bonds. | Sept. 1, 1887 | 40           | P. C. 5           | \$500,000          | \$500,000           | \$498,884 66                         |

**Cost of Road and Equipment.**

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....                  | .....  | \$284,593 36  |
| Bridges .....                                       | .....  | 39,774 83   |
| Superstructure (including ties) .....               | .....  | 98,807 24   |
| Ballast .....                                       | .....  | 75,303 97   |
| Land .....  | .....  | 548,588 23  |
| Fences .....  | .....  | 13,603 11   |
| Passenger and freight stations .....                | .....  | 49,583 90   |
| Engine and car-houses .....                         | .....  | 14,296 74   |
| Shops, machinery and tools .....                    | .....  | 1 00  |
| Fuel and water stations .....                       | .....  | 3 73  |
| Engineering expenses .....                          | .....  | 15 97   |
| Interest and discount charged to construction ..... | .....  | 1 11  |
| Office furniture .....                              | .....  | 80  |
| Telegraph line .....                                | .....  | 3 98  |
| Legal expenses .....                                | .....  | 4 05  |
| Hotel furniture .....                               | \$25,000 00  | 25 00   |
| Buildings and grounds .....                         | 1,755 48   | 391 41  |
| Total cost of road .....                            | \$26,755 48  | \$1,570 64  |

# BROOKLYN AND BRIGHTON BEACH.

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## Cost of Road and Equipment — (Continued).

| EQUIPMENT.                                   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Locomotives .....                            | .....  | \$44,661 82   |
| Passenger cars .....                         | .....  | 62,539 65   |
| Freight and other cars .....                 | .....  | 3,655 63  |
| Total cost of equipment .....                | .....  | \$110,856 60  |
| Grand total cost of road and equipment ..... | \$26,755 48  | \$1,681,466 54  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                    |
|---|--------------------|
| Music hall at Brighton Beach .....                  | \$148 36           |
| New walk at Brighton Beach on hotel grounds .....   | 1,144 43           |
| New walk at Brighton Beach race-track station ..... | 265 69             |
| Flagging at Sheepshead Bay .....                    | 167 00             |
| Hotel furniture .....                               | 25,000 00          |
|   | <u>\$26,755 48</u> |

## Income Account for Year Ending June 30, 1891.

|   |                    |
|---|--------------------|
| Gross earnings from operation .....                 | \$116,482 47       |
| Less operating expenses (excluding all taxes) ..... | 69,470 60          |
| Net earnings from operation .....                   | \$47,011 87        |
| Income from other sources .....                     | 500 00             |
| Gross income from all sources .....                 | <u>\$47,511 87</u> |

|   |                  |
|---|------------------|
| <i>Deductions from income, as follows, viz.:</i>  |                  |
| Interest on funded debt due and accrued .....     | \$25,000 00      |
| Taxes on property used in operation of road ..... | 2,566 48         |
| Taxes on earnings and capital stock .....         | 532 40           |
| Taxes other than above .....                      | 7,346 80         |
| Other interest .....                              | 11,280 86        |
| Terminal property department .....                | 28,918 06        |
|   | <u>75,694 10</u> |

|   |                    |
|---|--------------------|
| Deficit for year ending June 30, 1891 ..... | <u>\$28,182 28</u> |
|---|--------------------|

## General Income Account.

|   |                     |
|---|---------------------|
| Deficit for year ending June 30, 1891 ..... | \$28,182 28         |
| Deficit up to June 30, 1890 .....           | 116,180 22          |
|   | <u>\$144,362 45</u> |

|  |                    |
|--|--------------------|
| Received from James Jourdan, receiver of Brooklyn, Flatbush and Coney Island Railway Company ..... | \$15,341 55        |
| Received for hotel furniture .....   | 25,000 00          |
|  | <u>\$40,341 55</u> |
| Less claims of Sayles, Carlisle & Tracy .....  | 6,625 08           |
|  | <u>\$33,716 47</u> |
| To credit of taxes of 1890 .....   | 1,780 78           |
|  | <u>35,497 25</u>   |

|                                    |                     |
|------------------------------------|---------------------|
| Total deficit, June 30, 1891 ..... | <u>\$108,865 20</u> |
|------------------------------------|---------------------|

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                         | Passenger.          | Freight.          | Total.              |
|-------------------------|---------------------|-------------------|---------------------|
| ght. all local .....    | .....               | \$1,410 40        | \$1,410 40          |
| engers, all local ..... | \$114,618 97        | .....             | 114,618 97          |
| ess .....               | 453 10              | .....             | 453 10              |
| al gross earnings ..... | <u>\$115,072 07</u> | <u>\$1,410 40</u> | <u>\$116,482 47</u> |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

## OPERATING EXPENSES.

|  | Passenger.  | Freight. | Total.      |
|--|-------------|----------|-------------|
| <i>Maintenance of way and structures :</i>                     |             |          |             |
| Repairs of track.....  | \$5,254 85  | .....    | \$5,254 85  |
| Repairs of bridges (including culverts and cattle-guards)..... | 362 44      | .....    | 362 44      |
| Repairs of stations, shops, docks, etc.....                    | 854 12      | .....    | 854 12      |
| Repairs of fences.....   | 28 62       | .....    | 28 62       |
| Other expenses for maintenance of way and structures.....      | 552 18      | .....    | 552 18      |
| Total.....   | \$7,052 21  | .....    | \$7,052 21  |
| <i>Maintenance of equipment :</i>                              |             |          |             |
| Repairs of locomotives.....                                    | \$4,409 06  | .....    | \$4,409 06  |
| Repairs of cars.....   | 3,586 16    | .....    | 3,586 16    |
| Other expenses for maintenance of equipment.....               | 154 16      | .....    | 154 16      |
| Total.....   | \$8,149 38  | .....    | \$8,149 38  |
| <i>Conducting transportation :</i>                             |             |          |             |
| Wages of conductors and men.....                               | \$5,022 34  | \$85 50  | \$5,107 84  |
| Wages of engineers and firemen.....                            | 5,643 17    | 90 70    | 5,733 87    |
| Fuel for locomotives.....                                      | 12,838 79   | 138 50   | 12,977 29   |
| Oil and waste.....   | 901 71      | 10 50    | 912 21      |
| Water supply.....  | 611 87      | .....    | 611 87      |
| Wages of station agents and clerks.....                        | 4,047 46    | .....    | 4,047 46    |
| Station supplies.....  | 870 38      | .....    | 870 38      |
| Wages of watchmen, flagmen and switchmen.....                  | 5,524 65    | 6 25     | 5,530 90    |
| Other expenses for conducting transportation.....              | 424 00      | .....    | 424 00      |
| Total.....   | \$35,884 37 | \$331 45 | \$36,215 82 |
| <i>General expenses :</i>                                      |             |          |             |
| Salaries of general officers and clerks.....                   | \$11,900 00 | .....    | \$11,900 00 |
| General office expenses and supplies.....                      | 600 00      | .....    | 600 00      |
| Stationery and printing.....                                   | 895 83      | .....    | 895 83      |
| Outside agencies and advertising.....                          | 1,323 21    | .....    | 1,323 21    |
| Legal expenses.....  | 1,500 00    | .....    | 1,500 00    |
| Damage to cattle and property.....                             | 40 00       | .....    | 40 00       |
| Injuries to persons.....                                       | 520 00      | .....    | 520 00      |
| Other general expenses.....                                    | 1,274 15    | .....    | 1,274 15    |
| Total.....   | \$18,053 19 | .....    | \$18,053 19 |
| Grand total operating expenses.....                            | \$69,139 15 | \$331 45 | \$69,470 60 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                       |
|---|-----------------------|
| Cost of road.....                         | \$1,570,608 94        |
| Cost of equipment.....                    | 110,856 60            |
| <i>Current assets, as follows, viz. :</i> |                       |
| Cash on hand.....                         | 2,942 70              |
| Open accounts.....                        | 4,151 63              |
| Materials and supplies.....               | 1,400 00              |
| Profit and loss (deficiency).....         | 108,865 20            |
|   | <u>\$1,798,824 07</u> |

## LIABILITIES.

|  |                    |
|--|--------------------|
| Capital stock.....                             | \$1,000,000        |
| Funded debt.....                               | 500,000            |
| <i>Current liabilities, as follows, viz. :</i> |                    |
| Interest on funded debt due and accrued.....   | 20,832             |
| Open accounts.....                             | 83,645             |
| Loans and bills payable.....                   | 194,360            |
|  | <u>\$1,798,824</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local. |
|---|------------|
| Number of passengers carried.....               | 730,630    |
| Number of passengers carried one mile.....      | 5,114,410  |
| Number of tons of freight carried.....          | 8,399      |
| Number of tons of freight carried one mile..... | 58,793     |

|                              |        |
|------------------------------|--------|
| Passenger train mileage..... | 84,025 |
| Freight train mileage.....   | 1,746  |
| All other train mileage..... | 2,156  |

Total train mileage..... 87,927

| ITEM.  | Earnings.    | Expenses.   | Profit.     |
|--|--------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$115,072 07 | \$69,139 15 | \$45,932 92 |
| Average per passenger carried.....   | 1875         | 0946        | 0829        |
| Average per passenger per mile.....  | 0225         | 0135        | 009         |
| Average per passenger train per mile.....  | 1 37         | 823         | 547         |
| Freight earnings and expenses (including miscellaneous earnings)                     | 1,410 40     | 331 45      | 1,078 95    |
| Average per ton of freight carried.....  | 1679         | 0395        | 1284        |
| Average per ton of freight per mile.....   | 024          | 0056        | 0184        |
| Average per freight train per mile.....  | 81           | 19          | 62          |

| ITEM.   | All local.<br>Cents. |
|---|----------------------|
| Computed on earnings from carrying passengers and freight only.             |                      |
| Average rate received per mile for carrying passengers, all classes.....    | 2.2                  |
| Average rate received per mile per ton for carrying freight, all classes... | 2.45                 |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all<br>in N. Y. State. |
|---|-------------------------------------|
| Main line from Atlantic avenue to Brighton Beach, Coney Island, single track..... | 7.50                                |
| Second track on main line.....  | 7.50                                |
| Sidings and turnouts on main line.....  | 2.36                                |
| Grand total of tracks, sidings and turnouts.....                                  | 17.36                               |

Laid with steel rail, main line..... 15

Average life of rails—steel, 20 years; average life of ties, 5 years; gauge of track, 4 feet 8½ inches; ballasted with gravel.

| BRIDGES.          | ENTIRE LINE IN NEW YORK STATE. |                   |
|-------------------|--------------------------------|-------------------|
|                   | Number.                        | Aggregate length. |
| Bridges.....      | 9                              | Feet.<br>1,550    |
| Iron bridges..... | 2                              | 175               |
| on trestles.....  | 1                              | 100               |
| Al.....           | 12                             | 1,825             |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                           | No. owned. | Maximum weight of each in lbs. | Average life of each, in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|--------------------------------|---------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....         | 8          | 6,400                          | 5                               | 8                               | .....                             |
| First-class passenger cars .....     | 42         | 25,000                         | 5                               | 42                              | 42                                |
| Baggage, mail and express cars ..... | 2          | 25,000                         | 5                               | 2                               | 2                                 |
| Total .....                          | 44         | .....                          | .....                           | 44                              | 44                                |
| Box freight cars .....               | 1          | 16,000                         | 5                               | .....                           | 1                                 |
| Flat freight cars .....              | 6          | 15,000                         | 2                               | .....                           | .....                             |
| Service cars .....                   | 1          | 16,000                         | 2                               | .....                           | .....                             |
| Total .....                          | 8          | .....                          | .....                           | .....                           | 1                                 |

Passenger cars are equipped with Westinghouse air brake and Eames' vacuum brake, and the Miller buffer coupler.  
Horton split switch is used on the road.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles.....           | 8.50                        |
| Highway crossings at grade protected by gates or flagmen..... | 13                          |
| Overhead obstructions less than twenty feet above track ..... | 11                          |

Passenger cars are heated by steam, lighted by oil lamps and ventilated by Creamer patent ventilators.

Westcott's Express Company runs over this line on a percentage of business.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage. |
|---|----------|
| Meats and provisions .....                  | 19       |
| Lumber .....                                | 51       |
| Coal and coke .....                         | 112      |
| Petroleum and other oils .....              | 18       |
| All other agricultural products .....       | 4,180    |
| All other articles not included above ..... | 4,039    |
| Total .....                                 | 8,399    |

## NUMBER OF ACCIDENTS.

|   | Killed. |
|---|---------|
| Other than passengers or employees..... | 1       |

## EMPLOYEES.

|  |             |
|--|-------------|
| Average number of persons employed (including officials) during year.... | 71          |
| Aggregate amount of salaries and wages paid them during year .....       | \$32,320 07 |

## Officers of the Company.

| Name.                 | Title.                    | Official Address.              |
|-----------------------|---------------------------|--------------------------------|
| JAMES JOURDAN .....   | President .....           | 346 Fulton St. Brooklyn, N. Y. |
| EDWARD L. LANGFORD..  | Secretary and Treasurer.. | 346 Fulton St. Brooklyn, N. Y. |
| JAMES L. MORROW ..... | Superintendent.....       | 346 Fulton St. Brooklyn, N. Y. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| JAMES JOURDAN.....       | Brooklyn, N. Y. |
| AARON S. ROBBINS.....    | Brooklyn, N. Y. |
| WILLIAM MARSHALL .....   | Brooklyn, N. Y. |
| ABRAHAM B. BAYLIS .....  | Brooklyn, N. Y. |
| GEORGE I. MURPHY .....   | Brooklyn, N. Y. |
| URIEL A. MURDOCK .....   | New York city.  |
| EDWARD L. LANGFORD ..... | Brooklyn, N. Y. |



Title of company, Brooklyn and Brighton Beach Railroad Company.  
 General offices at 346 Fulton street, Brooklyn, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, second Tuesday in September.  
 For information concerning this report, address Edward L. Langford, Secretary and Treasurer.

## BROOKLYN AND ROCKAWAY BEACH.

(Date of charter, December 4, 1863.)

Report for thirteen months ending June 30, 1891.

This road was completed and ready for operation, beginning to run trains, in the autumn of 1866.

It is authorized to operate, in connection with its steam railway, a ferry, equipped with boats propelled by steam power, from its railway terminus at Carnarsie Landing, on Jamaica Bay, L. I., to Rockaway Beach, on the southern shore of Jamaica Bay. This ferry is operated during the summer months only, and has been so operated since 1866.

Special privileges and franchises were granted to this company by the Legislature of this State, by chapter 172 of Laws of 1864, passed April 12, 1864; by chapter 366 of Laws of 1866, passed April 4, 1866; by chapter 759 of Laws of 1871, passed April 26, 1871.

The company has a costly terminus at Carnarsie Landing, on Jamaica Bay, Kings county, N. Y., the same having been constructed by filling in the dock in the bay with earth, at large cost, and a large hotel erected thereon at a cost of nearly \$50,000; also other buildings, fixtures, etc., at considerable expense. In addition to this the company has dredged out a steamboat channel in the shallows of Jamaica Bay, for a mile in length, and maintains the same as an outlet to navigable waters. The cost of all these permanent improvements is covered by cash realized from sale of its stock at par, its mortgage bonds and net earnings of business applied from time to time in place of making dividends. The United States government has on two or three occasions appropriated the sum of \$10,000 since this company first made the channel, and the amount has been expended in deepening and in widening the same.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....          | 3,000          | \$150,000        |                                      |
| Issued for actual cash and now outstanding | 2,950          | 147,500          | \$147,500                            |

Number of stockholders..... 13

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable.  |                    |                     |                                      |
| Mortgage.....        | May 1, 1889  | 20           | P.C.      | May 1, Nov. 1  | \$58,000           | \$58,000            | \$58,000                             |
| Improvement bds      | Apr. 1, 1889 | 1-10         | 6         | Apr. 1, Oct. 1 | 10,000             | 8,000               | 8,000                                |
| .....                | .....        | .....        | .....     | .....          | \$68,000           | \$66,000            | \$66,000                             |

The bond of \$1,000 becomes due on the first day of April in each year until the of the improvement bonds are retired. The last bond taken up was No. 2 of this series, paid April 1, 1891, leaving \$8,000 of improvement bonds, dated April 1, 1889, outstanding at date of this report.

## Cost of Road, and Equipment.

| ROAD.                                 | Total cost of road<br>and equipment up<br>to June 30, 1891. |
|---------------------------------------|---|
| Grading, masonry and ballast .....    | \$83,716 34   |
| Steam ferry boat "Julia" .....        | 15,149 20   |
| All other items of cost of road ..... | 136,733 74  |
| Total cost of road .....              | \$235,599 18  |

| EQUIPMENT.                                   |              |
|--|--------------|
| Total cost to June 30, 1891 .....            | 70,441 19    |
| Grand total cost of road and equipment ..... | \$306,040 37 |

## Income Account for Thirteen Months Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....  | \$72,565 57 |
| Less operating expenses (excluding all taxes) .....                                  | 43,942 49   |
| Net earnings from operation .....  | \$28,623 08 |
| <i>Income from other sources, as follows, viz.:</i>                                  |             |
| Interest on deposits and sundries .....  | \$394 90    |
| Income from rentals .....  | 2,005 00    |
|  | 2,399 90    |
| Gross income from all sources .....  | \$31,012 98 |
| <i>Deductions from income, as follows, viz.:</i>                                     |             |
| Interest on funded debt due and accrued, and rentals .....                           | \$4,340 00  |
| Taxes on property used in operation of road, and earnings<br>and capital stock ..... | 1,238 39    |
|  | 5,578 39    |
| Surplus for thirteen months ending June 30, 1891 .....                               | \$25,434 59 |

## General Income Account.

|  |              |
|--|--------------|
| Surplus for thirteen months ending June 30, 1891 ..... | \$25,434 59  |
| Surplus up to May 31, 1890 .....                       | 74,931 06    |
| Total surplus June 30, 1891 .....                      | \$100,366 25 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                             | Passenger.  | Freight. | Total.      |
|-----------------------------|-------------|----------|-------------|
| Freight, all local .....    |             | \$248 50 | \$248 50    |
| Passengers, all local ..... | \$72,317 07 |          | 72,317 07   |
| Total gross earnings .....  | \$72,317 07 | \$248 50 | \$72,565 57 |

## OPERATING EXPENSES.

|  |            |
|--|------------|
| <i>Maintenance of way and structures:</i>                  |            |
| Repairs of track .....                                     | \$1,445 04 |
| Repairs of roadbed .....                                   | 32 "       |
| Repairs of stations, shops, docks, etc. ....               | 67         |
| Other expenses for maintenance of way and structures ..... | 1          |
| Total .....  | \$2,545    |
| <i>Maintenance of equipment:</i>                           |            |
| Repairs of locomotives .....                               |            |
| Repairs of cars .....                                      | 91         |
| Repairs of machinery and tools .....                       | 5          |
| Total .....  | \$1,46     |

*Conducting transportation :*

|   |                    |
|---|--------------------|
| Wages of conductors and men .....                   | \$2,819 25         |
| Wages of engineers and firemen .....                | 4,287 88           |
| Fuel for locomotives .....                          | 7,343 19           |
| Oil and waste .....                                 | 834 78             |
| Water supply .....                                  | 61 17              |
| Other train supplies or expenses .....              | 861 78             |
| Wages of station agents and clerks .....            | 1,589 40           |
| Wages for labor at stations .....                   | 862 19             |
| Station supplies .....                              | 76 71              |
| Wages of watchmen, flagmen and switchmen .....      | 1,704 18           |
| Other expenses for conducting transportation .....  | 599 60             |
| Expenses of operating ferry to Rockaway Beach ..... | 9,131 17           |
| <b>Total .....</b>                                  | <b>\$28,660 25</b> |

*General expenses :*

|   |                    |
|---|--------------------|
| Salaries of general officers and clerks ..... | \$3,229 57         |
| General office expenses and supplies .....    | 165 59             |
| Stationery and printing .....                 | 1,476 59           |
| Outside agencies and advertising .....        | 869 98             |
| Injuries to persons .....                     | 525 00             |
| Telephone service .....                       | 444 64             |
| Other general expenses .....                  | 4,684 96           |
| <b>Total .....</b>                            | <b>\$11,396 33</b> |

Grand total operating expenses..... \$43,942 49

## General Balance Sheet June 30, 1891.

## ASSETS.

|                         |              |
|-------------------------|--------------|
| Cost of road .....      | \$235,599 18 |
| Cost of equipment ..... | 70,441 19    |

*Current assets, as follows, viz.:*

|                                |                     |
|--------------------------------|---------------------|
| Cash on hand .....             | \$2,037 13          |
| J. L. Morrow, contractor ..... | 27,732 02           |
| Kings County Elevated .....    | 197 75              |
| Rents due .....                | 425 00              |
| Sundries .....                 | 58 47               |
| Office furniture .....         | 189 76              |
|                                | <u>30,640 12</u>    |
|                                | <u>\$336,680 49</u> |

## LIABILITIES.

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$147,500 00 |
| Funded debt .....   | 66,000 00    |

*Current liabilities, as follows, viz.:*

|   |                     |
|---|---------------------|
| Interest on funded debt due and accrued ..... | \$390 00            |
| Open accounts .....                           | 13,605 42           |
| Loans and bills payable .....                 | 8,888 82            |
|   | <u>22,814 24</u>    |
| Profit and loss (surplus) .....               | 100,366 25          |
|   | <u>\$336,680 49</u> |

## \*Traffic and Mileage Statistics.

## ITEM.

All local.

|   |           |
|---|-----------|
| Number of passengers carried .....            | 622,801   |
| Number of passengers carried one mile .....   | 2,870,097 |
| ber of tons of freight carried .....          | 9,200     |
| ber of tons of freight carried one mile ..... | 19,040    |
| enger train mileage .....                     | 71,962    |
| ht train mileage .....                        | 1,500     |
| al train mileage .....                        | 78,462    |

These figures are approximate, as the road is but three and one-half miles, in all, with three way stations, and the fares largely collected in cash on trains, so it is impracticable to give accurate details in this branch of statistics.

## Description of Road and Equipment.

| TRACK.  |  | Miles owned, all<br>in N. Y. State. |
|---|--|-------------------------------------|
| Main line from East New York to Carnarsie Landing, on Jamaica Bay,<br>single track..... |  | 3.5                                 |
| Sidings and turnouts on main line.....  |  | 1                                   |
| Grand total of tracks, sidings and turnouts.....  |  | 4.5                                 |
| Laid with steel rail, main line.....  |  | 2                                   |
| Laid with iron rail, main line.....   |  | 1.5                                 |

Average life of rails—iron, 10 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 56 lbs., minimum, 50 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and coal ashes.

| EQUIPMENT.                      | No. owned. | Average cost<br>of each. | Maximum<br>weight of each<br>in lbs. | No. equipped<br>with patent<br>brake. | No. equipped<br>with patent<br>coupler. |
|---------------------------------|------------|--------------------------|--------------------------------------|---------------------------------------|---|
| Locomotives, 4 drivers.....     | 3          | \$6,000                  | 40,000                               | 3                                     | 3                                       |
| First-class passenger cars..... | 14         | \$1,500                  | .....                                | .....                                 | .....                                   |
| Flat 4-wheel cars.....          | 2          | .....                    | .....                                | .....                                 | .....                                   |
| Flat 8-wheel cars.....          | 2          | .....                    | .....                                | .....                                 | .....                                   |
| Total.....                      | 4          | .....                    | .....                                | .....                                 | .....                                   |

Eames' vacuum brake and couplers from Brill & Co., Philadelphia, Pa., are used on cars.

The patent tongue-switch in use on this line.

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Cost of real estate now held by company, exclusive of that used in<br>operation..... | \$10,000 00                    |
| Railroad crossing road over or under grade (Fulton El. Ry.).....                     | 1                              |

Flagmen are employed at all important crossings during the summer season, and two or three in the winter; two crossings are protected by gates.

Passenger cars are heated by coal stoves, lighted with kerosene and ventilated by windows and roof ventilators; open excursion cars used mostly in summer.

## NUMBER OF ACCIDENTS.

|                            | Injured. | Killed. | Total. |
|----------------------------|----------|---------|--------|
| Passengers.....            | 1        | .....   | 1      |
| Others, not employees..... | 1        | 2       | 3      |
| Total.....                 | 2        | 2       | 4      |

## EMPLOYEES.

|   |          |
|---|----------|
| Average number of persons employed (including officials) during year... |          |
| Aggregate amount of salaries and wages paid them during year.....       | \$19,000 |

## Officers of the Company.

| Name.                  | Title.                    | Official Address.               |
|------------------------|---------------------------|---------------------------------|
| HENRY H. ADAMS.....    | President.....            | 346 Fulton St., Brooklyn, N. Y. |
| JOS. E. PALMER, Jr.... | Secretary and Treasurer.. | 346 Fulton St., Brooklyn, N. Y. |
| FELIX CAMPBELL.....    | Executive Committee ...   | 346 Fulton St., Brooklyn, N. Y. |
| JAMES JOURDAN.....     |                           |                                 |

**Directors of the Company.**

| <i>Name.</i>               | <i>Residence.</i>                     |
|----------------------------|---------------------------------------|
| HENRY H. ADAMS .....       | 1475 Herkimer St., Brooklyn, N. Y.    |
| JAMES JOURDAN .....        | Staten Island, N. Y.                  |
| FELIX CAMPBELL .....       | 1815 Pacific St., Brooklyn, N. Y.     |
| JAMES H. FROTHINGHAM ..... | 29½ So. Portland Ave., Brooklyn, N.Y. |
| LOUIS H. LEWIN .....       | 215 Montague St., Brooklyn, N. Y.     |
| WENDELL GOODWIN .....      | New York city.                        |
| THOMAS E. FRASSELL .....   | 188 Montague St., Brooklyn, N. Y.     |

Title of company, Brooklyn and Rockaway Beach Railroad Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Tuesday of June.

For information concerning this report, address Jos. E. Palmer, Jr., Secretary and Treasurer.

**BUFFALO, BRADFORD AND PITTSBURGH.**

**LESSOR.**

**LESSEE—NEW YORK, LAKE ERIE AND WESTERN.**

(Date of charter [consolidation], March 4, 1889.

For history of organization, see Report of 1888.

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

|  | <b>COMMON.</b>        |                   |
|--|-----------------------|-------------------|
|  | <b>No. of shares.</b> | <b>Par value.</b> |
| Authorized by law or charter .....   | Unlimited.            | *\$100            |
| Issued for actual cash and on account of construction,<br>and now outstanding..... | 22,864                | 2,286,400         |

Number of stockholders ..... 31

**FUNDED DEBT.**

| <b>DESIGNATION OF<br/>ITEM.</b> | <b>Date.</b> | <b>Term, years.</b> | <b>INTEREST.</b> |                          | <b>Amount<br/>author-<br/>ized.</b> | <b>Amount<br/>outstand-<br/>ing.</b> | <b>Cash real-<br/>ized on<br/>amount<br/>outstand-<br/>ing.</b> |
|---------------------------------|--------------|---------------------|------------------|--------------------------|-------------------------------------|--------------------------------------|---|
|                                 |              |                     | <b>Rate.</b>     | <b>When<br/>payable.</b> |                                     |                                      |   |
| Mortgage bonds...               | Jan. 1, 1888 | 31                  | p. c.<br>7       | Jan. & July              | \$2,000,000                         | \$580,000                            | \$580,000   |

**Cost of Road.**

Details of the original cost of this road are not obtainable. It was defrayed by the sale of bonds and stock of the two roads consolidating to the contractors for building the respective roads. The cost, therefore, is placed at the par value of such stock and bonds, with the addition of betterments put on since the Erie took possession. The Erie, however, is responsible for the following, viz.:

|                                     |                       |
|-------------------------------------|-----------------------|
| Initial stock .....                 | \$2,286,400 00        |
| Bonds .....                         | 580,000 00            |
| Expenses made for betterments ..... | 241,858 34            |
| Total cost up to June 30, 1891..... | <u>\$3,108,258 34</u> |

\* Per share.

## REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |                    |
|--|--------------------|
| Passenger station at Bradford, Pa..... | \$11,606 21        |
| Siding near Big Shanty.....            | 1,086 96           |
| Siding to west branch.....             | 1,700 00           |
| Siding at Bradford .....               | 858 43             |
|  | <u>\$15,251 60</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                       |
|---|-----------------------|
| Cost of road.....   | <u>\$3,108,258 34</u> |
| LIABILITIES.  |                       |
| Capital stock .....                                       | \$2,286,400 00        |
| Funded debt .....   | 580,000 00            |
| <i>Current liabilities, as follows, viz.:</i>             |                       |
| Advances Erie Railway company.....                        | \$108,564 40          |
| Advances New York, Lake Erie and Western Railroad Co..... | <u>138,293 94</u>     |
|   | 241,858 34            |
|   | <u>\$3,108,258 34</u> |

## Officers of the Company.

| Name.                 | Title.         | Official Address.             |
|-----------------------|----------------|-------------------------------|
| J. LOWBER WELSH.....  | President..... | Philadelphia, Pa.             |
| A. R. MACDONOUGH..... | Secretary..... | 21 Cortlandt St., N. Y. city. |
| EDWARD WHITE .....    | Treasurer..... | 21 Cortlandt St., N. Y. city. |

## Directors of the Company.

| Name.                   | Residence.        |
|-------------------------|-------------------|
| J. LOWBER WELSH.....    | Philadelphia, Pa. |
| W. A. MAY.....          | Seranton, Pa.     |
| DAVID H. JACK.....      | Bradford, Pa.     |
| ABRAHAM K. JOHNSON..... | Bradford, Pa.     |
| JOHN KING.....          | New York city.    |
| E. B. THOMAS.....       | New York city.    |
| A. R. MACDONOUGH.....   | New York city.    |

Title of company, Buffalo, Bradford and Pittsburgh Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in June.

For information concerning this report, address A. R. Macdonough, Secretary.

## BUFFALO CREEK.

## LESSOR.

LESSEES—NEW YORK, LAKE ERIE AND WESTERN AND LEHIGH VALLEY RAILROAD COMPANIES.

(Date of charter, January 25, 1869.)

On the thirty-first day of December, 1890, the road of this company was leased to the above named companies.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                      | Cash real'<br>on amou<br>outstandi |
|--|----------------|----------------------|------------------------------------|
|  | No. of shares. | Total.<br>par value. |                                    |
| Authorized by law or charter. issued for<br>actual cash and now outstanding..... | 2,500          | \$250,000            | \$250                              |

Number of stockholders.....

FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage....   | Jan. 1, 1882 | 25           | p.c.      | Jan. & July.. | \$250,000          | \$250,000           | \$250,000                            |
| Second mortgage..    | Jan. 1, 1891 | 50           | s         | Jan. & July.. | *1,000,000         | 1166,000            | .....                                |
| Total.....           |              |              |           |               | \$1,000,000        | \$416,000           | \$250,000                            |

Cost of Road and Equipment.

| ROAD.                              |  | Total cost up to<br>June 30, 1891. |
|------------------------------------|--|------------------------------------|
| Grading, masonry and ballast ..... |  | \$62,960 68                        |
| Bridges.....                       |  | 132,318 26                         |
| Rails.....                         |  | 218,346 67                         |
| Land.....                          |  | 78,245 47                          |
| Engine and car-houses .....        |  | 1,787 16                           |
| Fuel and water stations .....      |  | 4,010 40                           |
| Engineering expenses.....          |  | 7,769 68                           |
| Telegraph line.....                |  | 614 24                             |
| Extending ship canal.....          |  | 57,841 76                          |
| Shore protection (Lake Erie).....  |  | 42,699 01                          |
| Total cost of road .....           |  | \$606,568 28                       |

EQUIPMENT.

|   |              |
|---|--------------|
| Locomotives .....                           | 59,297 01    |
| Grand total cost of road and equipment..... | \$665,865 24 |

Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| <i>Gross income from all sources, as follows, viz.:</i> |             |
| Rental.....   | \$37,160 00 |
| <i>Deductions from income, as follows, viz.:</i>        |             |
| Interest on funded debt due and accrued.....            | \$19,160 00 |
| General expenses .....                                  | 1,019 68    |
|   | 20,169 68   |
| Net income from all sources .....                       | \$16,980 32 |
| <i>Payments from net income, as follows, viz.:</i>      |             |
| Dividends declared, 9% per cent on common stock.....    | 23,760 00   |
| Deficit for year ending June 30, 1891 .....             | \$6,769 68  |

General Income Account.

|   |              |
|---|--------------|
| Deficit for year ending June 30, 1891 ..... | \$6,769 68   |
| Surplus up to June 30, 1890 .....           | \$182,823 04 |
| Account over paid.....                      | 01           |
|   | \$182,823 05 |
| 1 second mortgage bonds.....                | 166,000 00   |
|   | 16,823 05    |
| 1 surplus June 30, 1891.....                | \$10,053 87  |

The last authorized issue of \$1,000,000 bonds will cover the \$250,000 first issued when become due, so that the total amount authorized will stand at \$1,000,000. The last amount of \$166,000 was given in equal proportions to the lessees, namely, to the Lehigh Valley Railroad Company and \$83,000 to the New York, Lake Erie Western Railroad Company, who are also owners of the capital stock. This amount represents money used in construction in excess of capitalization.

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |            |                     |
|--|------------|---------------------|
| Cost of road.....                        |            | \$606,583 23        |
| Cost of equipment.....                   |            | 59,297 01           |
| <i>Current assets, as follows, viz.:</i> |            |                     |
| Cash on hand.....                        | \$1,006 01 |                     |
| Bills receivable.....                    | 8,760 00   |                     |
| Open accounts.....                       | 447 12     |                     |
|  |            | 10,203 13           |
|  |            | <u>\$676,083 37</u> |
| LIABILITIES.                             |            |                     |
| Capital stock.....                       |            | \$250,000 00        |
| Funded debt.....                         |            | 416,000 00          |
| Profit and loss (surplus).....           |            | 10,083 37           |
|  |            | <u>\$676,083 37</u> |

## Officers of the Company.

| Name.                 | Title.                       | Official Address.    |
|-----------------------|------------------------------|----------------------|
| F. L. DANFORTH.....   | President.....               | Buffalo, N. Y.       |
| WILLIAM H. SAYRE..... | Secretary and Treasurer..... | South Bethlehem, Pa. |

## Directors of the Company.

| Name.                   | Residence.           |
|-------------------------|----------------------|
| F. L. DANFORTH.....     | Buffalo, N. Y.       |
| JOHN KING.....          | New York city.       |
| WILLIAM LIBBEY.....     | New York city.       |
| JOHN J. McCULLOUGH..... | New York city.       |
| WILLIAM STEVENSON.....  | Sayre, Pa.           |
| WILLIAM H. SAYRE.....   | South Bethlehem, Pa. |
| JOHN B. GARRETT.....    | Philadelphia, Pa.    |

Title of company, The Buffalo Creek Railroad Company.

General offices at South Bethlehem, Pa.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address William H. Sayre, Secretary and Treasurer.

## BUFFALO CREEK TRANSFER.

(Date of charter, July 23, 1881.)

## Capital Stock.

|                                    | COMMON.        |            |
|------------------------------------|----------------|------------|
|                                    | No. of shares. | Par value. |
| Authorized by law or charter ..... | 500            | \$50,000   |

## Cost of Road.

Total cost up to  
June 30, 1891.

|  |                    |
|--|--------------------|
| Grading, masonry and ballast, bridges.....                         | \$4,000 00         |
| Superstructure (including ties), rails, land and land damages..... | 46,000 00          |
| Total cost of road.....  | <u>\$50,000 00</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |         |                    |
|--|---------|--------------------|
| Cost of road.....                        |         | \$50,000 00        |
| <i>Current assets, as follows, viz.:</i> |         |                    |
| Cash on hand.....                        | \$77 05 |                    |
| Materials and supplies.....              | 122 95  |                    |
|  |         | 200 00             |
|  |         | <u>\$50,200 00</u> |



# BUFFALO CREEK TRANSFER.

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| LIABILITIES.                  |                    |
|-------------------------------|--------------------|
| Capital stock .....           | \$5,000 00         |
| Mortgage on real estate ..... | 45,200 00          |
|                               | <u>\$50,200 00</u> |

| Description of Road.  |                                  |
|---|----------------------------------|
| TRACK.  | Miles owned, all in N. Y. State. |
| Main line, all within the city of Buffalo, single track .....                                     | 1.10                             |
| Sidings and turnouts on main line .....   | .50                              |
| Grand total of tracks, sidings and turnouts.....  | <u>1.60</u>                      |
| Laid with steel rail, main line.....  | 1.10                             |
| Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel. |                                  |

| Miscellaneous Statistics.   |                             |
|---|-----------------------------|
| ITEM.   | Entire line in N. Y. State. |
| Cost of real estate now held by company, exclusive of that used in operation..... | \$46,000 00                 |

| Officers of the Company. |                |                                    |
|--------------------------|----------------|------------------------------------|
| Name.                    | Title.         | Official Address.                  |
| HORACE A. NOBLE .....    | President..... | 257 Washington St., Buffalo, N. Y. |
| JOHN R. WILLIAMS .....   | Treasurer..... | 257 Washington St., Buffalo, N. Y. |
| FRANK F. WILLIAMS.....   | Secretary..... | Austin Building, Buffalo, N. Y.    |

| Directors of the Company. |                |
|---------------------------|----------------|
| Name.                     | Residence.     |
| HORACE A. NOBLE .....     | Buffalo, N. Y. |
| JOHN R. WILLIAMS.....     | Buffalo, N. Y. |
| ROBERT H. WILLIAMS.....   | Oak Ridge, Pa. |
| FRANK C. FERGUSON.....    | Buffalo, N. Y. |
| FRANK F. WILLIAMS .....   | Buffalo, N. Y. |
| JOHN L. WILLIAMS .....    | Buffalo, N. Y. |
| ARTHUR H. WILLIAMS .....  | Buffalo, N. Y. |

Title of company, Buffalo Creek Transfer Railroad Company.  
 General offices at room 67, No. 257 Washington street, Buffalo, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, fourth Monday in June.  
 For information concerning this report, address H. A. Noble, room 67, Coal and Iron Exchange, Buffalo, N. Y.

## BUFFALO ERIE BASIN.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

(Date of charter, July 8, 1876.)

For history of organization, etc., see Report of 1885.

### Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....                       | 200            | \$20,000 00      | .....                                |
| Issued on account of construction and now standing..... |                | 13,503 19        | \$13,503 19                          |

Number of stockholders ..... 13

## REPORT OF THE RAILROAD COMMISSIONERS.

| Cost of Road.                      |  | Total cost up to<br>June 30, 1891. |
|------------------------------------|--|------------------------------------|
| Grading, masonry and ballast ..... |  | \$10,008 19                        |
| Bridges.....                       |  | 3,500 00                           |
| Total cost of road.....            |  | <u>\$13,508 19</u>                 |

| Description of Road.  |  | Miles owned, all<br>in N. Y. State. |
|---|--|-------------------------------------|
| TRACK.  |  |                                     |
| Main line, single track, from New York Central and Hudson River Railroad<br>to Erie Basin dock, all in Buffalo..... |  | .35                                 |

| Officers of the Company. |                              |                   |
|--------------------------|------------------------------|-------------------|
| Name.                    | Title.                       | Official Address. |
| J. TILLINGHAST.....      | Secretary and Treasurer..... | Buffalo, N. Y.    |

| Directors of the Company. |  | Residence.     |
|---------------------------|--|----------------|
| Name.                     |  |                |
| J. TILLINGHAST.....       |  | Buffalo, N. Y. |
| O. VANDERBILT.....        |  | New York city. |
| W. K. VANDERBILT.....     |  | New York city. |
| F. W. VANDERBILT.....     |  | New York city. |
| S. F. BARBER.....         |  | New York city. |
| E. D. WORCESTER.....      |  | New York city. |
| C. C. CLARKE.....         |  | New York city. |
| C. M. DEPEW.....          |  | New York city. |
| J. M. TOUCHY.....         |  | New York city. |

Title of company, Buffalo Erie Basin Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address J. Tillinghast, Secretary, 685 Delaware avenue, Buffalo, N. Y.

## BUFFALO, NEW YORK AND ERIE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 20, 1887.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     |
|--|----------------|---------------------|
|  | No. of shares. | Total<br>par value. |
| Authorized by law or charter.....                | 15,000         | \$1,500,000         |
| Issued for actual cash and now outstanding ..... | 9,500          | 950,000             |

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN.             | Date.        | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Ca<br>reali-<br>on amt<br>outsta<br>ing |
|-------------------------------------|--------------|--------------|-----------|------------------|----------------------------|-----------------------------|---|
|                                     |              |              | Rate.     | When<br>payable. |                            |                             |   |
| Renewal of first<br>mortgage bonds. | June 1, 1876 | 40           | p.c.<br>7 | June 1, Dec. 1   | \$2,380,000                | \$2,380,000                 | \$2.38.                                 |

# BUFFALO, NEW YORK AND ERIE.

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## Cost of Road and Equipment.

Grand total cost of road and equipment up to June 30, 1891 ..... \$3,330,000 00

## Income Account for Year Ending June 30, 1891.

*Gross income from all sources, as follows, viz.:*

Amount received as rental from lessees..... \$238,100 00

*Deductions from income, as follows, viz.:*

Interest on funded debt due and accrued..... 166,600 00

Net income from all sources..... \$71,500 00

*Payments from net income, as follows, viz.:*

Dividends declared, 7 per cent..... \$66,500 00

Organization expenses..... 5,000 00  
71,500 00

## General Balance Sheet June 30, 1891.

### ASSETS.

Cost of road..... \$3,330,000 00

*Other permanent investments, as follows, viz.:*

Stock of other companies..... { \$149,400 00  
1,200 00  
150,600 00

*Current assets, as follows, viz.:*

Cash on hand ..... 44,488 03  
\$3,525,086 03

### LIABILITIES.

Capital stock..... \$950,000 00  
Funded debt ..... 2,380,000 00

*Current liabilities, as follows, viz.:*

Dividends unpaid ..... 397 50  
Bond of old Corning road, not exchanged..... 1,800 00  
Unavailable assets ..... 149,400 00  
Profit and loss (surplus) ..... 43,488 53  
\$3,525,086 03

## Officers of the Company.

| Name.                 | Title.                    | Official Address.            |
|-----------------------|---------------------------|------------------------------|
| DANIEL N. LOCKWOOD... | President.....            | Buffalo, N. Y.               |
| JOHN CLINTON GRAY.... | Secretary and Treasurer.. | 115 Broadway, New York city. |

## Directors of the Company.

| Name.                  | Residence.         |
|------------------------|--------------------|
| THOMAS BROWN, JR.....  | Scottsville, N. Y. |
| D. N. LOCKWOOD.....    | Buffalo, N. Y.     |
| HENRY H. COOK.....     | New York city.     |
| JOHN A. C. GRAY.....   | New York city.     |
| C. H. DANIELS.....     | New York city.     |
| AUGUSTUS FRANK.....    | Warsaw, N. Y.      |
| SAMUEL W. MILBANK..... | New York city.     |
| HENRY MARTIN.....      | Buffalo, N. Y.     |
| IR S. COIT.....        | Buffalo, N. Y.     |
| LIAM H. WILLIS.....    | New York city.     |
| T. FOSTER.....         | New York city.     |
| ROE P. SAWYER.....     | Buffalo, N. Y.     |
| N. CLINTON GRAY.....   | New York city.     |

of company, Buffalo, New York and Erie Railroad Company.

ral offices at 115 Broadway, New York city, and Buffalo, N. Y.

of close of fiscal year, June 30,

of stockholders' annual meeting, first Tuesday in August.

information concerning this report, address John Clinton Gray, Secretary, 115  
New York city.

## BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, March 11, 1887.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |             | PREFERRED.     |              |
|---|----------------|-------------|----------------|--------------|
|   | No. of shares. | Par value.  | No. of shares. | Par value.   |
| Authorized by law or charter, issued for consolidation and now outstanding..... | 60,000         | \$6,000,000 | 60,000         | \$6,000,000  |
| Grand total of common and preferred stock now outstanding.....                  |                |             |                | \$12,000,000 |
| Number of stockholders .....  |                |             |                | 239          |

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | Date.       | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---|-------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|   |             |              | Rate.     | When payable. |                    |                     |                                      |
| First mort. bonds.  | Feb., 1881  | 40           | 6         | Feb. & Aug.   | \$1,300,000        | \$1,300,000         | *                                    |
| Income mort. bds.   | Feb., 1881  | 40           | 7½        | Feb. & Aug.   | 1,870,000          | 1,870,000           | *                                    |
| First mort. consol. bonds.....  | Dec., 1882  | 40           | 6         | Dec. & June   | 6,500,000          | 3,920,000           | .....                                |
| Gen. mort. bonds..  | Sept., 1887 | 50           | 5         | Sept. & Mar.  | 10,000,000         | 2,421,000           | \$2,421,000                          |
| Car Trust, ser. No. 2   | April, 1882 | †            | 7         | April & Oct.  | 497,000            | 100,000             | 100,000                              |
| Car Trust, ser. No. 4   | Jan., 1884  | 9            | 7         | Jan. & July   | 104,000            | 42,000              | 42,000                               |
| Car Trust, ser. No. 5   | Nov., 1886  | 9            | 6         | Nov. & May    | 193,000            | 73,000              | 73,000                               |
| Car Trust, ser. No. 7   | June, 1890  | §            | 5         | June & Dec.   | 225,000            | 225,000             | 225,000                              |
| Real estate m'tgs..   | "           | .....        | 5         | "             | 295,500            | 295,500             | 295,500                              |
| First mortg. Perry railroad .....   | June, 1882  | 20           | 7         | June & Dec.   | 20,000             | 20,000              | 20,000                               |
| Lin. Pk and Charlotte railroad....  | Jan., 1889  | 50           | 5         | Jan. & July   | 350,000            | 350,000             | 350,000                              |
| Less income mortgage bonds held by trustees .....   |             |              |           |               | \$1,862,000        | \$10,616,500        | \$3,526,500                          |
| First mortgage consol. bonds deposited with trustees to redeem outstanding income bonds. .... |             |              |           |               | 4,000              | 1,866,000           |                                      |
| Total .....   |             |              |           |               |                    | \$8,750,000         |                                      |

## Cost of Road and Equipment.

| ROAD.                                | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 18 |
|--------------------------------------|--|--|
| Grading and masonry .....            | \$91,349 59  | \$134, 59  |
| Ballast .....                        | 1,733 23   | 28, 97   |
| Bridges .....                        | 147,397 54   | 199, 47  |
| Superstructure (including ties)..... | 52,776 78  | 104, 02  |
| Rolls .....                          | 69,763 30  | 167, 1   |

\* Issued in exchange for other securities in reorganization. † If earned. ‡ E years two months. § Ten years one month. || Various dates running about years.

Cost of Road and Equipment—(Continued).

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Land and land damages.....                                      | \$194,375 70   | \$630,000 86  |
| Fences.....   | 5,431 74   | 12,931 73   |
| Passenger and freight stations.....                             | 211 79   | 26,414 62   |
| Engine and carhouses.....                                       | .....  | 7,426 55  |
| Shops, machinery and tools.....                                 | 33,419 64  | 92,782 65   |
| Fuel and water stations.....                                    | .....  | 10,806 63   |
| Engineering expenses.....                                       | 6,956 44   | 7,337 27  |
| Interest and discount charged to construction, commissions..... | 5,256 77   | 70,606 77   |
| Purchase of constructed road.....                               | *3,230 00  | 14,681,356 49   |
| Telegraph line.....   | 1,288 81   | 22,130 42   |
| Wharfing.....   | 66,837 62  | 74,000 84   |
| Miscellaneous.....  | 6,546 29   | 46,661 56   |
| Branches.....   | 1,719 98   | 114,246 70  |
| Total cost of road.....   | \$681,836 22   | \$16,630,902 23                                       |
| <b>EQUIPMENT.</b>   |  |   |
| Locomotives.....  | \$66,330 29  | \$901,334 83  |
| Passenger cars.....   | .....  | 111,098 47  |
| Mail, baggage and express cars.....                             | .....  | 21,200 00   |
| Freight and other cars.....                                     | 279,946 94   | 2,206,917 93  |
| Total cost of equipment.....*                                   | \$346,277 23   | \$3,139,551 23  |
| Grand total cost of road and equipment.....                     | \$1,028,112 45   | \$19,770,453 46                                       |

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

| <b>ROAD.</b>  |              |                |
|---|--------------|----------------|
| Bridges and culverts.....   | .....        | \$589 11       |
| Section-house, Maplewood, N. Y.....   | \$878 24     | .....          |
| Car shed, Rochester, N. Y.....  | 605 54       | .....          |
| Addition to shops, Lincoln Park and Bradford.....                             | .....        | 1,483 78       |
| New shop machinery and tools.....   | .....        | 851 09         |
| Relaying track with 71-lbs. steel rail.....                                   | .....        | 31,963 01      |
| Bettering stations and yards.....   | .....        | 6,120 77       |
| Land purchased, various points.....   | .....        | 1,163 54       |
| Sidings and track extensions.....   | .....        | 9,243 45       |
| Big Run branch.....   | .....        | 44,763 49      |
| Lincoln Park and Charlotte Railroad.....                                      | .....        | 1,719 98       |
| Miscellaneous items.....  | .....        | 5,294 68       |
| Cost of proprietary roads, June 30, 1890, now merged into "Cost of road":     | .....        | 1,941 31       |
| Perry Railroad.....   | \$28,253 53  | .....          |
| East Buffalo Terminal Railway.....  | 20,000 00    | .....          |
| Lincoln Park and Charlotte Railroad.....                                      | 531,677 48   | .....          |
| Less credit arising from exchange of income bonds, premium on bonds sold..... | .....        | 579,931 01     |
|   |              | \$685,065 22   |
| <b>EQUIPMENT.</b>   |              |                |
| Locomotives.....  | \$66,330 29  | .....          |
| hundred and twenty-three freight cars.....                                    | 282,398 56   | .....          |
| ten caboose cars.....   | 12,250 00    | .....          |
| Passenger car.....  | 15,197 88    | .....          |
| Locomotives wrecked and destroyed during year.....                            | \$876,176 23 | .....          |
|   | 29,899 00    | .....          |
|   |              | 346,277 23     |
|   |              | \$1,028,112 45 |

## Income Account for Year Ending June 30, 1891.

|   |              |                |
|---|--------------|----------------|
| Gross earnings from operation .....                           |              | \$2,419,407 02 |
| Less operating expenses (excluding all taxes) .....           |              | 1,096,245 88   |
| Net earnings from operation .....                             |              | \$721,161 14   |
| <i>Income from other sources, as follows, viz.:</i>           |              |                |
| Rents .....   | \$2,219 98   |                |
| Interest on balances .....                                    | 26,175 76    |                |
| Accrued interests from sale of car trusts .....               | 2,260 96     |                |
| Hay sold .....  | 17 00        |                |
|   |              | 30,673 70      |
| Gross income from all sources .....                           |              | \$751,834 84   |
| <i>Deductions from income, as follows, viz.:</i>              |              |                |
| Interest on funded debt due and accrued .....                 | \$496,367 24 |                |
| Rentals .....   | 72,984 78    |                |
| Taxes on property used in operation of road .....             | \$33,587 40  |                |
| Taxes on earnings and capital stock .....                     | 11,715 53    |                |
|   | 45,302 93    |                |
| Interest on balances .....                                    | 15,841 28    |                |
| Extraordinary expenses and improvements .....                 | 46,886 32    |                |
|   |              | 677,373 55     |
| Net income from all sources .....                             |              | \$74,462 29    |
| <i>Payments from net income, as follows, viz.:</i>            |              |                |
| Amount written off in settlement of sundry old accounts ..... |              | 566 41         |
| Surplus for year ending June 30, 1891 .....                   |              | \$73,895 88    |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$73,895 88 |
| Surplus up to June 30, 1890 .....           | 20,630 96   |
| Total surplus June 30, 1891 .....           | \$94,516 86 |

## DETAILED STATEMENT OF RENTALS.

|   |             |
|---|-------------|
| New York, Lake Erie and Western Railroad Company, track between Howard junction, Pa., and Clarion junction, Pa. (36.23 miles) ..... | \$56,784 78 |
| Rochester and Pittsburgh Coal and Iron Company, annual rental of 500 box cars .....   | 16,300 00   |
| Total amount of rentals deducted from income .....  | \$73,984 78 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.     | Freight.       | Total.         |
|---|----------------|----------------|----------------|
| Freight, through .....                  | \$1,385,503 17 |                |                |
| Freight, local .....                    | 669,064 88     |                |                |
|   |                | \$2,054,568 05 | \$2,054,568 05 |
| Passengers, through .....               | \$15,845 73    |                |                |
| Passengers, local .....                 | 313,066 29     |                |                |
|   | \$328,902 02   |                | 328,902 02     |
| Mail .....                              | 20,265 78      |                | 20,265 78      |
| Express .....                           | 12,300 00      |                | 12,300 00      |
| News privileges .....                   | 499 92         |                | 499 92         |
| <i>Miscellaneous, as follows, viz.:</i> |                |                |                |
| Telegraph .....                         | \$658 27       |                |                |
| Sundry services .....                   | 2,232 98       |                |                |
|   | 664 99         | 2,226 26       | 2,891 25       |
| Total gross earnings .....              | \$362,622 71   | \$2,056,784 31 | \$2,419,407 02 |

## OPERATING EXPENSES.

|   |             |              |              |
|---|-------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                       |             |              |              |
| Repairs of track .....  | \$8,155 64  | \$27,308 67  | \$35,464 31  |
| Repairs of road bed .....                                       | 32,094 79   | 107,447 78   | 139,542 57   |
| Repairs of bridges (including culverts and cattle-guards) ..... | 13,294 81   | 44,508 69    | 57,803 50    |
| Repairs of stations, shops, docks, etc .....                    | 8,506 98    | 17,220 47    | 25,727 45    |
| Repairs of fences .....   | 1,379 00    | 4,616 84     | 5,995 84     |
| Other expenses for maintenance of way and structures .....      | 38 61       | 129 28       | 167 89       |
| Total .....   | \$53,469 83 | \$201,226 53 | \$254,696 36 |

Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.          | Freight.              | Total.                |
|--|---------------------|-----------------------|-----------------------|
| <i>Maintenance of equipment:</i>                   |                     |                       |                       |
| Repairs of locomotives .....                       | \$28,400 08         | \$159,367 49          | \$187,767 57          |
| Repairs of cars .....                              | 19,081 06           | 210,897 95            | 229,979 01            |
| Repairs of machinery and tools .....               | 4,720 29            | 15,802 70             | 20,522 99             |
| Other expenses for maintenance of equipment .....  | 198 09              | 668 17                | 866 26                |
| <b>Total</b> .....                                 | <b>\$47,399 52</b>  | <b>\$386,731 31</b>   | <b>\$434,130 83</b>   |
| <i>Conducting transportation:</i>                  |                     |                       |                       |
| Wages of conductors and men .....                  | \$24,102 99         | \$148,951 58          | \$173,054 57          |
| Wages of engineers and firemen .....               | 21,816 35           | 143,444 80            | 165,261 15            |
| Fuel for locomotives .....                         | 9,194 87            | 79,364 89             | 88,559 06             |
| Oil and waste .....                                | 1,522 14            | 10,951 40             | 12,473 54             |
| Water supply .....                                 | 2,015 20            | 6,748 55              | 8,763 75              |
| Other train supplies or expenses .....             | 10,706 29           | 33,495 75             | 44,202 04             |
| Wages of station agents and clerks .....           | 8,199 98            | 46,134 13             | 54,334 11             |
| Wages for labor at stations .....                  | 4,567 01            | 12,329 61             | 16,896 62             |
| Station supplies .....                             | 3,317 54            | 5,153 65              | 8,471 19              |
| Wages of watchmen, flagmen and switchmen .....     | 18,894 58           | 119,867 13            | 138,761 66            |
| Other expenses for conducting transportation ..... | 34,021 78           | 56,715 67             | 90,737 45             |
| <b>Total</b> .....                                 | <b>\$138,448 18</b> | <b>\$668,359 96</b>   | <b>\$806,808 14</b>   |
| <i>General expenses:</i>                           |                     |                       |                       |
| Salaries of general officers and clerks .....      | \$22,260 51         | \$84,331 30           | \$106,591 81          |
| General office expenses and supplies .....         | 267 68              | 862 68                | 1,130 36              |
| Stationery and printing .....                      | 3,705 10            | 11,440 11             | 15,145 21             |
| Outside agencies and advertising .....             | 7,206 05            | 5,416 72              | 12,622 77             |
| Legal expenses .....                               | 2,252 64            | 7,541 43              | 9,794 07              |
| Loss and damage of freight and baggage .....       | 110 00              | 1,915 98              | 2,025 98              |
| Damage to cattle and property .....                | 472 69              | 1,315 31              | 1,788 00              |
| Injuries to persons .....                          | 516 97              | 2,349 87              | 2,866 84              |
| Telegraph maintenance and operation .....          | 8,766 01            | 29,809 00             | 38,575 01             |
| Other general expenses .....                       | 1,626 21            | 5,444 29              | 7,070 50              |
| <b>Total</b> .....                                 | <b>\$47,183 86</b>  | <b>\$150,426 69</b>   | <b>\$197,610 55</b>   |
| <b>Grand total operating expenses</b> .....        | <b>\$296,501 39</b> | <b>\$1,401,744 49</b> | <b>\$1,698,245 88</b> |

General Balance Sheet June 30, 1891.

ASSETS.

|   |                        |
|---|------------------------|
| Cost of road .....                                    | \$16,630,902 28        |
| Cost of equipment .....                               | 3,159,561 28           |
| <i>Other permanent investments, as follows, viz.:</i> |                        |
| Stock of other companies .....                        | 1,008,670 50           |
| <i>Current assets, as follows, viz.:</i>              |                        |
| Cash on hand .....                                    | \$41,021 82            |
| Bills receivable .....                                | 455,067 75             |
| Due by agents .....                                   | 168,450 64             |
| Open accounts .....                                   | 49,030 62              |
| Materials and supplies .....                          | 294,944 59             |
|   | <u>1,008,505 42</u>    |
|   | <u>\$21,782,629 38</u> |

LIABILITIES.

|   |                        |
|---|------------------------|
| Stock .....   | \$12,000,000 00        |
| Indebtedness .....  | 8,750,500 00           |
| <i>Current liabilities, as follows, viz.:</i>             |                        |
| Interest on funded debt and rentals due and accrued ..... | \$99,138 45            |
| Unredeemed vouchers and pay-rolls .....                   | 169,468 74             |
| Accounts payable .....                                    | 28,575 29              |
| Notes and bills payable .....                             | 640,430 04             |
| Surplus .....   | 937,612 52             |
|   | <u>94,516 86</u>       |
|   | <u>\$21,782,629 38</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Traffic and Mileage Statistics.

| ITEM.  | Through.    | Local.     | Total.      |
|--|-------------|------------|-------------|
| Number of passengers carried.....            | 10,278      | 671,607    | 681,885     |
| Number of passengers carried one mile....    | 1,211,604   | 13,325,345 | 14,536,949  |
| Number of tons of freight carried.....       | 1,649,532   | 841,345    | 2,390,878   |
| Number of tons of freight carried one mile.  | 268,590,306 | 74,792,688 | 333,372,993 |
| Passenger train mileage.....                 | .....       | .....      | 419,236     |
| Freight train mileage.....                   | .....       | .....      | 1,397,315   |
| All other train mileage, switching, etc..... | .....       | .....      | 884,085     |
| Total train mileage.....                     | .....       | .....      | 2,700,636   |

| ITEM.  | Earnings.    | Expenses.    | Profit.     |
|--|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$362,622 71 | \$296,501 39 | \$66,121 32 |
| Average per passenger carried.....   | 532          | 435          | 97          |
| Average per passenger per mile.....  | 0249         | 0204         | 0045        |
| Average per passenger train per mile.....  | 865          | 707          | 158         |
| Freight earnings and expenses (including miscellaneous earnings).....                | 2,056,784 31 | 1,401,744 49 | 655,039 82  |
| Average per ton of freight carried.....  | 8603         | 5863         | 274         |
| Average per ton of freight per mile.....   | 00617        | 0042         | 00197       |
| Average per freight train per mile.....  | 1 472        | 1 033        | 409         |

| ITEM.   | Through.    | Local.      | Through and local. |
|---|-------------|-------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |             |             |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents. 1.31 | Cents. 2.35 | Cents. 2.27        |
| Average rate received per mile per ton for carrying freight, all classes..... | .536        | .895        | .616               |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                | MILES LEASED.          |                | TOTAL MILES.           |                |
|--|------------------------|----------------|------------------------|----------------|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. |
| Main line from Rochester and Buffalo to Waleston mines, Pa., single track..... | 166.18                 | 215.65         | 4.00                   | 40.23          | 170.18                 | 255.88         |
| Branches or other roads, single track.....                                     | 12.02                  | 48.58          | .....                  | .....          | 12.02                  | 48.58          |
| Total single track.....  | 178.20                 | 264.23         | 4.00                   | 40.23          | 182.20                 | 304.46         |
| Sidings and turnouts on main line.....   | 49.88                  | 78.57          | .....                  | .....          | 49.88                  | 78.57          |
| Sidings and turnouts on branches or other roads.....                           | 5.56                   | 6.94           | .....                  | .....          | 5.56                   | 6.94           |
| Total sidings and turnouts.....  | 55.44                  | 85.51          | .....                  | .....          | 55.44                  | 85.51          |
| Grand total of tracks, sidings and turnouts.....                               | 233.64                 | 349.74         | 4.00                   | 40.23          | 237.64                 | 390.00         |
| Laid with steel rail, main line.....   | 166.18                 | 215.65         | 4.00                   | 40.23          | 170.18                 | 255.88         |
| Laid with steel rail, branches or other roads.....                             | 12.02                  | 48.58          | .....                  | .....          | 12.02                  | 48.58          |

Average life of rails—steel, 12 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 71 lbs.; minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.



DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                | From                         | To                         | Length in New York State. | Entire length. | Miles laid with steel rail. |
|--|------------------------------|----------------------------|---------------------------|----------------|-----------------------------|
| <i>Proprietary roads:</i>              |                              |                            |                           |                |                             |
| Perry Railroad .....                   | Silver Lake Junc. ....       | Silver Springs .....       | 1.03                      | 1.03           | 1.03                        |
| East Buffalo Terminal Railway .....    | Buffalo .....                | Buffalo .....              | .10                       | .10            | .10                         |
| Lincoln Park and Charlotte R.R. ....   | Lincoln Park .....           | Charlotte .....            | 10.89                     | 10.89          | 10.89                       |
| Brockwayville and Punx. R. R. ....     | Snyder Township, Pa. ....    | Punxsutawney, Pa. ....     | .....                     | 25.00          | 25.00                       |
|  |                              |                            | 12.02                     | 37.02          | 37.02                       |
| <i>Branches:</i>                       |                              |                            |                           |                |                             |
| Beechtree Mine .....                   | Beechtree Junction, Pa. .... | Beechtree Mines, Pa. ....  | .....                     | 4.04           | 4.04                        |
| Eleanora Mine .....                    | Big Run Junction, Pa. ....   | Eleanora Mines, Pa. ....   | .....                     | 4.94           | 4.94                        |
| Adrian Mine .....                      | Eik Run, Pa. ....            | Adrian Mines, Pa. ....     | .....                     | 2.58           | 2.58                        |
|  |                              |                            |                           | 11.56          | 11.56                       |
| <i>Operated under trackage rights:</i> |                              |                            |                           |                |                             |
| Buffalo Creek Railroad .....           | Buffalo .....                | Buffalo Creek .....        | 4.00                      | 4.00           | 4.00                        |
| New York, Lake Erie & W. R. R. ....    | Howard Junction Pa. ....     | Clarion Junction, Pa. .... | .....                     | 36.23          | 36.23                       |
|  |                              |                            | 4.00                      | 40.23          | 40.23                       |

| BRIDGES.              | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|-----------------------|--------------------|-------------------|--------------|-------------------|
|                       | Number.            | Aggregate length. | Number.      | Aggregate length. |
| Iron bridges .....    | 32                 | Feet.<br>3,490    | 64           | 5,688             |
| Wooden bridges .....  | .....              | .....             | 1            | 44                |
| Wooden trestles ..... | 102                | 22,563            | 122          | 28,245            |
| Total .....           | 134                | 26,053            | 187          | 33,977            |

| EQUIPMENT.                        | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....      | 45         | .....       | 45            | \$8,077               | 182,000                        | 6                              | 29                              | .....                             |
| Locomotives, 6 drivers .....      | 33         | .....       | 33            | 8,077                 | 160,000                        | 9                              | 28                              | .....                             |
| Locomotives, 4 drivers .....      | 20         | .....       | 20            | 8,077                 | 106,000                        | 17                             | 16                              | .....                             |
| Locomotive tenders .....          | 4          | .....       | 4             | .....                 | .....                          | .....                          | .....                           | .....                             |
| Total .....                       | 102        | .....       | 102           | .....                 | .....                          | .....                          | 73                              | .....                             |
| First-class passenger cars .....  | 20         | .....       | 20            | \$3,100               | 45,000                         | 20                             | 20                              | 20                                |
| Second-class passenger cars ..... | 14         | .....       | 14            | 3,100                 | 45,000                         | 20                             | 14                              | 14                                |
| Baggage, mail and ex. cars .....  | 11         | .....       | 11            | 2,300                 | 40,000                         | 12                             | 11                              | 11                                |
| Total .....                       | 45         | .....       | 45            | .....                 | .....                          | .....                          | 45                              | 45                                |
| Freight cars .....                | 1,380      | 494         | 1,874         | \$425                 | 21,000                         | 18                             | .....                           | 360                               |
| Light freight cars .....          | 10         | .....       | 10            | 400                   | 20,000                         | 12                             | .....                           | .....                             |
| Heavy freight cars .....          | 3,786      | .....       | 3,786         | 325                   | 17,000                         | 15                             | .....                           | 702                               |
| Freight cars .....                | 191        | .....       | 191           | 325                   | 15,500                         | 16                             | .....                           | .....                             |
| Box, 2-wheel cars .....           | 53         | .....       | 53            | 800                   | 27,000                         | 20                             | .....                           | .....                             |
| Flat cars .....                   | 157        | .....       | 157           | 30-15,000             | .....                          | .....                          | 2                               | 8                                 |
| Total .....                       | 5,577      | 494         | 6,071         | .....                 | .....                          | .....                          | 2                               | 1,070                             |

## REPORT OF THE RAILROAD COMMISSIONERS.

Passenger cars are equipped with the Westinghouse air brake and Miller coupler; freight cars have the ordinary hand brake and link and pin coupler.

There are 225 split switches in use on this road and 116 stub switches.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....                       | 178.80          | 256.82       |
| Total assessed value of real estate and personal property of company ..... | \$2,382,742     | \$2,335,129  |
| Length of steel rails laid during year in repairs, miles ....              | 8.93            | 9.65         |
| Railroads crossing road at grade .....                                     | 6               | 10           |
| Railroads crossing road over or under grade .....                          | 8               | 10           |
| Highway crossings at grade without protection .....                        | 208             | 281          |
| Highway crossings at grade protected by gates or flagmen ..                | 12              | 14           |
| Highway crossings over or under grade .....                                | 18              | 15           |
| Overhead obstructions less than twenty feet above track ..                 | 12              | 13           |

Passenger cars are heated by Baker heaters and Martin steam heat; lighted by oil lamps and ventilated by ventilators in clear story, windows and doors.

The American Express Company runs over this line; pays one and one-half first-class rates, except in a few instances agreed upon, and guarantees a fixed minimum for the year.

The United States mails are carried over this line for the compensation per mile fixed by the government on basis of weight carried.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage.  | Per cent. |
|---|-----------|-----------|
| Flour .....                                 | 7,527     | .81       |
| Grain .....                                 | 23,682    | 1.00      |
| Meats and provisions .....                  | 28,164    | 1.18      |
| Live stock .....                            | 3,229     | .14       |
| Lumber .....                                | 183,913   | 6.44      |
| Pig and bar iron and steel .....            | 10,468    | .44       |
| Iron or other ores .....                    | 1,311     | .05       |
| Coal and coke .....                         | 1,711,888 | 71.60     |
| Petroleum and other oils .....              | 15,894    | .66       |
| Manufactures .....                          | 197,044   | 8.34      |
| All other merchandise .....                 | 34,570    | 1.44      |
| All other agricultural products .....       | 15,975    | .67       |
| All other articles not included above ..... | 187,063   | 7.83      |
| Total .....                                 | 2,390,878 | 100       |

## NUMBER OF ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 16       | .....   | 16     |
| Employees .....  | 203      | 15      | 218    |
| Others .....     | 14       | 14      | 28     |
| Total .....      | 233      | 29      | 262    |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 1,830

Aggregate amount of salaries and wages paid them during year... \$1,156,042.22

## Officers of the Company.

| Name.                    | Title.                           | Official Address.          |
|--------------------------|----------------------------------|----------------------------|
| ARTHUR G. YATES .....    | President .....                  | Rochester, N. Y.           |
| WILLIAM A. BALDWIN ..... | Vice-President .....             | Rochester, N. Y.           |
| JOHN F. DINKY .....      | Auditor and Treasurer .....      | Rochester, N. Y.           |
| JOHN H. HOCKEY .....     | Secretary and Asst. Treas .....  | 36 Wall St., New York city |
| WM. E. HOYT .....        | Chief Engineer .....             | Rochester, N. Y.           |
| HENRY G. DANFORTH .....  | Solicitor .....                  | Rochester, N. Y.           |
| CHAS. H. MCCAULEY .....  | Solicitor .....                  | Ridgeway, Pa.              |
| JOSEPH P. THOMPSON ..... | Gen. Freight and Pass. Agt. .... | Rochester, N. Y.           |
| GEORGE W. BARTLETT ..... | General Superintendent .....     | Bradford, Pa.              |

Directors of the Company.

| <i>Name.</i>             | <i>Residence.</i>             |
|--------------------------|-------------------------------|
| FREDERICK BELL .....     | Buffalo, N. Y.                |
| WILSON A. BISSELL .....  | Buffalo, N. Y.                |
| FREDERICK A. BROWN ..... | 20 Nassau St., New York city. |
| WALSTON H. BROWN .....   | 20 Nassau St., New York city. |
| EDWARD N. GIBBS .....    | Norwich, Conn.                |
| R. M. GUMMERE .....      | South Bethlehem, Pa.          |
| WARREN A. WILBUR .....   | South Bethlehem, Pa.          |
| ADRIEN ISELIN, Jr. ....  | 36 Wall St., New York city.   |
| GEO. H. LEWIS .....      | Buffalo, N. Y.                |
| WHEELER H. PECKHAM ..... | 80 Broadway, New York city.   |
| ALFRED ROOSEVELT .....   | 33 Wall St., New York city.   |
| J. KENNEDY TOD .....     | 45 Wall St., New York city.   |
| ARTHUR G. YATES .....    | Rochester, N. Y.              |

Title of company, Buffalo, Rochester and Pittsburgh Railway Company.

General offices at Rochester, N. Y., and 36 Wall street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in November.

For information concerning this report, address John F. Dinkey, Auditor and Treasurer, Rochester, N. Y.

BUFFALO AND SOUTH-WESTERN.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, December 11, 1877.)

For history of organization, see Report of 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter ...                 | 4,719          | \$471,900 00     | 4,719          | \$471,900 00     | .....                                |
| Issued for actual cash and now outstanding ..... | 4,718½         | 471,833 33       | 4,718½         | 471,833 33       | \$943,666 66                         |

Grand total of common and preferred stock now outstanding..... \$943,666 66  
Number of stockholders..... 41

FUNDED DEBT.

| NATURE OF DEBT. | Date.         | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------|---------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                 |               |              | Rate.     | When payable.  |                    |                     |                                      |
| Mortgage ...    | Dec. 17, 1877 | 30           | P. C. %   | Jan. 1, July 1 | \$1,500,000        | \$1,500,000         | \$1,500,000                          |

\* Gold.

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....                       |  | \$2,126 00  |
| Bridges .....   | \$255 37   | 5,216 77  |
| Superstructure (including ties and rails).....          |  | 178,936 16  |
| Land, land damages and fences.....                      |  | 8,687 66  |
| Passenger and freight stations.....                     |  | 2,743 50  |
| Engine and car-houses, shops, machinery and tools ..... |  | 2,914 83  |
| Purchase of constructed road .....                      |  | 2,245,824 35  |
| Total cost of road.....                                 | \$255 37   | \$2,446,449 26  |
| <b>EQUIPMENT.</b>                                       |  |   |
| Locomotives.....  |  | \$30,644 23   |
| Passenger cars, mail, baggage and express cars .....    |  | 986 25  |
| Freight and other cars .....                            |  | 31,983 70   |
| Total cost of equipment .....                           |  | \$63,563 18   |
| Grand total cost of road and equipment.....             | \$255 37   | \$2,510,012 44  |

## Income Account for Year Ending June 30, 1891.

|  |             |              |
|--|-------------|--------------|
| Gross earnings from lease.....                                   |             | \$149,404 80 |
| Less corporation expenses (excluding all taxes).....             |             | 6,236 76     |
| Net earnings from lease.....                                     |             | \$143,168 06 |
| <i>Income from other sources, as follows, viz.:</i>              |             |              |
| Interest .....   |             | 183 27       |
| Gross income from all sources.....                               |             | \$143,321 32 |
| <i>Deductions from income, as follows, viz.:</i>                 |             |              |
| Interest on funded debt due and accrued.....                     | \$90,000 00 |              |
| Taxes on earnings and capital stock.....                         | 1,155 98    |              |
|  |             | 91,155 98    |
| Net income from all sources .....                                |             | \$52,165 34  |
| <i>Payments from net income, as follows, viz.:</i>               |             |              |
| Dividends declared, 8 per cent on \$471,833.33 preferred stock.. | \$37,746 67 |              |
| Dividends declared, 1 per cent on \$471,833.33 common stock...   | 4,718 33    |              |
|  |             | 42,465 00    |
| Surplus for year ending June 30, 1891.....                       |             | \$9,700 34   |

## General Income Account.

|  |             |
|--|-------------|
| Surplus, year ending June 30, 1891 ..... | \$9,700 34  |
| Surplus to June 30, 1890 .....           | 70,301 84   |
| Total surplus June 30, 1891.....         | \$80,001 91 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |            |
|--|------------|
| Cost of road.....                        | \$2,446..  |
| Cost of equipment.....                   | 5          |
| <i>Current assets, as follows, viz.:</i> |            |
| Cash on hand .....                       | \$7,515 87 |
| Open accounts.....                       | 61,965 26  |
|  | 69,481     |
|  | \$2,579.4  |

LIABILITIES.

|   |             |                       |
|---|-------------|-----------------------|
| Capital stock .....                           |             | \$943,666 66          |
| Funded debt .....                             |             | 1,500,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued ..... | \$46,365 00 |                       |
| Dividends unpaid .....                        | 9,436 67    |                       |
| Open accounts .....                           | 23 28       |                       |
|   |             | 55,825 00             |
| Profit and loss (surplus) .....               |             | 80,091 91             |
|   |             | <b>\$2,579,490 57</b> |

Officers of the Company.

| Name.                 | Title.                        | Official Address. |
|-----------------------|-------------------------------|-------------------|
| W. S. BISSELL .....   | President .....               | Buffalo, N. Y.    |
| S. S. SPAULDING ..... | Vice-President .....          | Buffalo, N. Y.    |
| F. T. MOULTON .....   | Secretary and Treasurer ..... | Buffalo, N. Y.    |

Directors of the Company.

| Name.                 | Residence.          |
|-----------------------|---------------------|
| W. S. BISSELL .....   | Buffalo, N. Y.      |
| E. G. SPAULDING ..... | Buffalo, N. Y.      |
| J. M. RICHMOND .....  | Buffalo, N. Y.      |
| W. H. H. NEWMAN ..... | Buffalo, N. Y.      |
| D. E. BAILEY .....    | Buffalo, N. Y.      |
| THOMAS HODGSON .....  | Buffalo, N. Y.      |
| DANIEL O'DAY .....    | Buffalo, N. Y.      |
| HENRY M. WATSON ..... | Buffalo, N. Y.      |
| S. S. SPAULDING ..... | Buffalo, N. Y.      |
| A. D. BISSELL .....   | Buffalo, N. Y.      |
| R. KINGMAN .....      | Buffalo, N. Y.      |
| W. H. BARNES .....    | Battle Creek, Mich. |
|                       | Philadelphia, Pa.   |

Title of company, Buffalo and South-Western Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address F. T. Moulton, Secretary and Treasurer.

CAIRO.

LESSOR.

LESSEE—CATSKILL MOUNTAIN.

(Date of charter, April 10, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter .....               | 250            | \$25,000         |                                      |
| Issued for actual cash and now outstanding ..... | 199            | 19,900           | \$19,900                             |

FUNDED DEBT.

| NATURE OF DEBT. | Date.       | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------|-------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                 |             |              | Rate.     | When payable. |                    |                     |                                      |
| Mortgage....    | May 1, 1885 | 20           | p.c.<br>6 | Nov. 1, May 1 | \$25,000           | \$25,000            | \$22,500                             |

## Cost of Road and Equipment.

|  |                    |
|--|--------------------|
| Total cost of road (as per report of 1886) .....                 | \$38,478 70        |
| Total cost of equipment (as per report of 1886) .....            | 6,232 06           |
| Grand total cost of road and equipment up to June 30, 1891 ..... | <u>\$44,710 76</u> |

## Income Account for Year Ending June 30, 1891.

|   |                 |
|---|-----------------|
| <i>Gross income from all sources, as follows, viz.:</i>       |                 |
| Rental to June 30, 1891 .....                                 | \$2,700 00      |
| <i>Deductions from income, as follows, viz.:</i>              |                 |
| Interest on funded debt due and accrued .....                 | \$1,500 00      |
| Taxes on earnings and capital stock .....                     | 29 85           |
|   | <u>1,529 85</u> |
| Net income from all sources .....                             | \$1,170 15      |
| <i>Payments from net income, as follows, viz.:</i>            |                 |
| Dividends declared, 6 per cent on \$19,900 common stock ..... | 1,194 00        |
| Deficit for year ending June 30, 1891 .....                   | <u>\$23 85</u>  |

## General Income Account.

|   |                 |
|---|-----------------|
| Deficit for year ending June 30, 1891 ..... | \$23 85         |
| Surplus up to June 30, 1890 .....           | 969 83          |
| Total surplus June 30, 1891 .....           | <u>\$995 98</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                    |
|---|--------------------|
| Cost of road .....  | \$38,478 70        |
| Cost of equipment .....   | 6,232 06           |
| <i>Current assets, as follows, viz.:</i>                          |                    |
| Cash on hand .....  | 205 22             |
| Due from Catskill Mountain Railway Company, rent to June 30 ..... | 1,300 00           |
|   | <u>\$46,115 98</u> |
| LIABILITIES.  |                    |
| Capital stock .....   | \$19,900 00        |
| Funded debt .....   | 25,000 00          |
| <i>Current liabilities, as follows, viz.:</i>                     |                    |
| Interest on funded debt due and accrued .....                     | 250 00             |
| Profit and loss (surplus) .....                                   | 965 98             |
|   | <u>\$46,115 98</u> |

## Officers of the Company.

| Name.                    | Title.               | Official Address.               |
|--------------------------|----------------------|---------------------------------|
| LEWIS WOLFE .....        | President .....      | Athens, N. Y.                   |
| CHAS. L. RICKERSON ..... | Vice-President ..... | 54 Harrison St., New York city. |
| FREDERICK HILL .....     | Treasurer .....      | Catskill, N. Y.                 |
| WM. J. HUGHES .....      | Secretary .....      | Catskill, N. Y.                 |

## Directors of the Company.

| Name.                     | Residence.          |
|---------------------------|---------------------|
| A. VAN SANTVOORD .....    | New York city.      |
| G. T. VAN SANTVOORD ..... | New York city.      |
| G. M. SNYDER .....        | West Hoboken, N. J. |
| C. L. RICKERSON .....     | Brooklyn, N. Y.     |
| LEWIS WOLFE .....         | Athens, N. Y.       |
| JOHN SANDBERSON .....     | Athens, N. Y.       |
| F. G. WALTERS .....       | Cairo, N. Y.        |
| D. W. JENNINGS .....      | Cairo, N. Y.        |
| E. A. CHASE .....         | Catskill, N. Y.     |
| F. HILL .....             | Catskill, N. Y.     |
| C. L. BEACH .....         | Catskill, N. Y.     |
| C. A. BEACH .....         | Catskill, N. Y.     |
| W. J. HUGHES .....        | Catskill, N. Y.     |

Title of company, The Cairo Railroad Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, July 1.

Date of stockholders' annual meeting, third Tuesday in April.

For information concerning this report, address W. J. Hughes, Secretary.

## CAMPBELL HALL CONNECTING.

LESSOR.

OPERATED BY PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

(Date of charter, April 3, 1889.)

Organized under and by virtue of the general railroad act of 1880 and the acts amendatory thereof.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....                          | 5,000          | \$500,000        | .....                                |
| Issued on account of construction and now outstanding..... | 1,250          | 125,000          | \$125,000                            |

Number of stockholders ..... 27

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| *First mortgage....  | Aug. 1, 1889 | 50           | p.c.<br>5 | Feb. and Aug. | \$500,000          | \$500,000           | \$250,000                            |

## Cost of Road.

Total cost up to June 30, 1891.

Road built by contract..... \$375,000 00

## Income Account for Year Ending June 30, 1891.

Rental, interest on bonds..... 12,500 00

## General Balance Sheet June 30, 1891.

## ASSETS.

Cost of road and equipment..... \$375,000 00

## LIABILITIES.

Capital stock..... \$125,000 00  
 Debt..... 250,000 00  
 \$375,000 00

## Officers of the Company.

| Name.            | Title.                       | Official Address. |
|------------------|------------------------------|-------------------|
| C. STANTON ..... | President .....              | New York city.    |
| J. McNEICE ..... | Secretary and Treasurer..... | New York city.    |

\* Whole issue of bonds hypothecated for \$250,000 and interest.

## Directors of the Company.

| <i>Name.</i>          | <i>Residence.</i> |
|-----------------------|-------------------|
| J. C. STANTON.....    | New York city.    |
| C. H. STANTON.....    | Goshen, N. Y.     |
| D. J. MCNIECE.....    | New York city.    |
| O. W. CHILD.....      | New York city.    |
| D. O'DELL.....        | New York city.    |
| W. W. GIBBS.....      | Philadelphia, Pa. |
| GEO. W. GREEN.....    | Goshen, N. Y.     |
| D. N. STANTON.....    | Yonkers, N. Y.    |
| THEARON B. DEAN.....  | Amawalk, N. Y.    |
| GEORGE W. MURRAY..... | Goshen, N. Y.     |
| WM. B. MCNIECE.....   | New York city.    |
| S. G. PRIMROSE.....   | Goshen, N. Y.     |
| C. S. WARNER.....     | Brooklyn, N. Y.   |

Title of company, Campbell Hall Connecting Railroad Company.

General offices at 411 Walnut street, Philadelphia, Pa., and New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in April.

For information concerning this report, address E. J. Fallon, Auditor, 411 Walnut street, Philadelphia, Pa.

## CANASTOTA NORTHERN.

## LESSOR.

LESSEE — ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 24, 1886.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total Par value. |
| Authorized by law or charter, issued on account of construction, and now outstanding ..... | 2,000          | \$200,000        |
| Number of stockholders .....   |                | 16               |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST.       |                   | Amount authorized. | Amount outstanding. |
|----------------------|--------------|--------------|-----------------|-------------------|--------------------|---------------------|
|                      |              |              | Rate.           | When payable.     |                    |                     |
| First mortgage ..... | July 1, 1886 | 20           | $\frac{7}{8}$ % | Jan. 1 and July 1 | *\$300,000         | \$300,000           |

## Cost of Road.

Total cost of road ..... Total cost June 30, 1891 \$500

## Income Account for Year Ending June 30, 1891.

Rental from Elmira, Cortland and Northern Railroad Company..... 18,  
Deductions from income, as follows, viz.:  
Interest on funded debt due and accrued..... 18,

\* Issued on account of construction.



# CANASTOTA NORTHERN.

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## General Balance Sheet June 30, 1891.

| ASSETS.                                      |              |
|--|--------------|
| Cost of road.....                            | \$500,000 00 |
| Current assets, as follows, viz:             |              |
| Open accounts .....                          | 9,000 00     |
| Total .....                                  | \$509,000 00 |
| LIABILITIES.                                 |              |
| Capital stock.....                           | \$200,000 00 |
| Funded debt .....                            | 300,000 00   |
| Current liabilities, as follows, viz:        |              |
| Interest on funded debt due and accrued..... | 9,000 00     |
| Total .....                                  | \$509,000 00 |

## Officers of the Company.

| Name.             | Title.          | Official Address. |
|-------------------|-----------------|-------------------|
| A. A. McLEOD..... | President ..... | Elmira, N. Y.     |
| EDWARD MAHLE..... | Treasurer.....  | Elmira, N. Y.     |
| M. A. SMITH.....  | Secretary ..... | Elmira, N. Y.     |

## Directors of the Company.

| Name.                      | Residence.       |
|----------------------------|------------------|
| GEORGE S. EDGEELL.....     | New York city.   |
| ALBERT ALLEN .....         | Cortland, N. Y.  |
| GEORGE M. DIVEN .....      | Elmira, N. Y.    |
| M. A. SMITH .....          | Elmira, N. Y.    |
| F. M. WILSON.....          | Elmira, N. Y.    |
| F. E. TIBBETS .....        | Elmira, N. Y.    |
| GEORGE S. SADLER .....     | Ithaca, N. Y.    |
| S. H. STROUD.....          | Canastota, N. Y. |
| MILTON DELANO .....        | Canastota, N. Y. |
| JUDSON FIELD .....         | Canastota, N. Y. |
| FRED. C. FISKE.....        | Canastota, N. Y. |
| A. T. VAN VALKENBURGH..... | Canastota, N. Y. |
| ALBERT G. STEPHENS .....   | Oneida, N. Y.    |

Title of company, The Canastota Northern Railroad Company.

General offices at Elmira, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Monday in March.

For information concerning this report, address M. A. Smith, Secretary.

## CARTHAGE AND ADIRONDACK.

(Date of charter, March 28, 1883.)

For history of organization, see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | COMMON.        |            | Cash realized<br>on amount<br>outstanding. |
|---|----------------|------------|--|
|   | No. of shares. | Par value. |  |
| Authorized by law or charter .....      | 5,000          | \$500,000  | .....                                      |
| Issued for actual cash .....            | 4,300          | \$430,000  | \$430,000                                  |
| Issued on account of construction ..... | 700            | 70,000     | .....                                      |
| Total now outstanding .....             | 5,000          | \$500,000  | \$430,000                                  |

Number of stockholders.....

27

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable.  |                    |                     |                                      |
| First mortgage....   | May 1, 1883  | 40           | P. C.     | May 1 & Nov. 1 | \$800,000          | \$771,000           | \$714,700                            |
| Second mortgage.     | Feb. 1, 1890 | 35           | 6         | Feb. 1, Aug. 1 | 800,000            | 153,000             | 76,500                               |
| Total.....           |              |              |           |                | \$1,600,000        | \$924,000           | \$791,200                            |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....                 | \$3,092 00   | \$207,545 79  |
| Bridges.....                                       |  | 15,779 66   |
| Superstructure (including ties) .....              | 829 59   | 31,659 81   |
| Rails .....  | 1,671 36   | 63,347 39   |
| Land damages.....                                  | 150 00   | 1,261 38  |
| Passenger and freight stations.....                | 14 50  | 2,543 57  |
| Engine and car-houses.....                         | 1 00   | 1,359 73  |
| Shops, machinery and tools.....                    | 298 12   | 296 14  |
| Fuel and water stations.....                       | 1,415 45   | 1,415 45  |
| Engineering expenses.....                          |  | 7,670 88  |
| Interest and discount charged to construction..... |  | 58,306 60   |
| Road built by contract.....                        | 369.16   | 1,028,615 67  |
| Telegraph line .....                               |  | 1,496 52  |
| Incidentals .....                                  | 35 00  | 6,463 43  |
| Total cost of road .....                           | \$7,132 88   | \$1,427,763 02  |
| EQUIPMENT.   |  |   |
| Locomotives.....                                   | \$28 00  | \$4,029 60  |
| Passenger cars.....                                |  | 5,900 46  |
| Mail, baggage and express cars .....               |  | 1,180 10  |
| Freight and other cars .....                       | 4,522 57   | 9,809 52  |
| Total cost of equipment.....                       | \$4,550 57   | \$20,919 68   |
| Grand total cost of road and equipment.....        | \$11,683 45  | \$1,448,683 70  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

## ROAD.

|  |            |
|--|------------|
| Grading, masonry and ballast between Jayville and Benson Mines and in Benson Mines yard..... | \$3,092 02 |
| Superstructure, including ties, angle-bars, bolts and spikes, frogs and switches.....        | 829 56     |
| Rails for Benson Mines yards.....  | 1,671 36   |
| Rights of way.....   | 1          |
| Repair shops at Carthage .....   | 2          |
| Water station at Benson Mines .....  | 1,4        |
| Miscellaneous .....  |            |
| Less material sold .....   | \$7,5      |
| Total .....  | \$7,1      |

\* Credit,

EQUIPMENT.

|                      |          |             |
|----------------------|----------|-------------|
| Oil for engine.....  | \$28 00  |             |
| One caboose.....     | 847 00   |             |
| Ten flat cars.....   | 3,570 00 |             |
| Freight on same..... | 108 66   |             |
| Telegram.....        | 1 91     |             |
|                      |          | \$4,550 57  |
| Total .....          |          | \$11,683 45 |

Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation .....                | \$105,070 30 |
| Less operating expenses (excluding all taxes)..... | 50,213 49    |
| Gross income from all sources .....                | \$54,856 81  |

Deductions from income, as follows, viz.:

|   |             |
|---|-------------|
| Interest on funded debt due and accrued.....      | \$55,440 00 |
| Taxes on property used in operation of road ..... | 3,590 91    |
| Taxes on earnings and capital stock.....          | 423 89      |
| Taxes other than above .....                      | 164 59      |
| Interest on floating debt.....                    | 5,291 68    |
|   | 64,851 07   |
| Deficit for year ending June 30, 1891 .....       | \$9,994 26  |

General Income Account.

|  |             |
|--|-------------|
| Deficit for year ending June 30, 1891.....               | \$9,994 26  |
| Deficit up to June 30, 1890 .....                        | 88,610 58   |
|  | \$98,604 84 |
| Less unclaimed wages credited to "profit and loss" ..... | 75 00       |
| Total deficit June 30, 1891.....                         | \$98,529 84 |

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                                  | Passenger.  | Freight.    | Total.       |
|----------------------------------|-------------|-------------|--------------|
| Freight, all local.....          |             | \$79,667 60 | \$79,667 60  |
| Passengers, all local .....      | \$23,291 80 |             | 23,291 80    |
| Mail .....                       | 1,216 71    |             | 1,216 71     |
| Express .....                    | 512 13      |             | 512 13       |
| Miscellaneous, as follows, viz.: |             |             |              |
| Telegraph.....                   | \$362 06    |             |              |
| News agency.....                 | 20 00       |             |              |
|                                  | 227 77      | 154 29      | 382 06       |
| Total gross earnings.....        | \$25,248 41 | \$79,821 89 | \$105,070 30 |

OPERATING EXPENSES.

|  |            |            |             |
|--|------------|------------|-------------|
| Maintenance of way and structures:                                 |            |            |             |
| Repairs of roadbed and track.....                                  | \$6,401 71 | \$4,378 12 | \$10,779 83 |
| Repairs of bridges (including culverts and<br>cattle-guards) ..... | 47 33      | 35 15      | 82 48       |
| Repairs of stations, shops, docks, etc.....                        | 109 07     | 81 00      | 190 07      |
| Repairs of fences.....   | 30 66      | 22 77      | 53 43       |
| Other expenses for maintenance of way and<br>structures.....       | 1,955 91   | 1,452 43   | 3,408 34    |
| Total .....  | \$8,544 68 | \$5,969 47 | \$14,514 15 |
| Maintenance of equipment:  |            |            |             |
| Repairs of locomotives .....                                       | \$865 27   | \$642 53   | \$1,507 80  |
| Repairs of cars .....  | 722 03     | 3,272 11   | 3,994 14    |
| Repairs of machinery and tools .....                               | 2 87       | 2 13       | 5 00        |
| Expenses for maintenance of equip-<br>ment.....                    | 7 53       | 5 60       | 13 13       |
| Total .....  | \$1,597 70 | \$3,922 37 | \$5,520 07  |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|  | Passenger.  | Freight.    | Total.      |
|--|-------------|-------------|-------------|
| <i>Conducting transportation:</i>                        |             |             |             |
| Wages of conductors and men.....                         | \$1,843 57  | \$1,970 81  | 3,714 38    |
| Wages of engineers and firemen .....                     | 1,549 94    | 2,108 42    | 3,658 36    |
| Fuel for locomotives .....                               | 4,472 66    | 3,821 84    | 7,794 08    |
| Oil and waste.....                                       | 316 52      | 226 06      | 551 57      |
| Water supply .....                                       | 287 89      | 176 66      | 414 55      |
| Other train supplies or expenses .....                   | 215 51      | 160 09      | 375 60      |
| Wages of station agents and clerks .....                 | 1,788 48    | 1,302 07    | 3,090 55    |
| Station supplies.....                                    | 147 18      | 109 29      | 256 47      |
| Wages of watchmen, flagmen and switchmen .....           | 241 02      | 178 98      | 420 00      |
| Other expenses for conducting transportation .....       | 4 48        | 3 38        | 7 81        |
| Total .....  | \$10,782 20 | \$9,463 04  | \$20,245 24 |
| <i>General expenses:</i>                                 |             |             |             |
| Salaries of general officers and clerks.....             | \$3,810 41  | \$2,829 55  | \$6,639 96  |
| General office expenses and supplies .....               | 341 09      | 283 27      | 624 36      |
| Stationery and printing .....                            | 196 72      | 146 08      | 342 80      |
| Outside agencies and advertising .....                   | 20 09       | 14 91       | 35 00       |
| Legal expenses.....                                      | 869 04      | 274 04      | 1,143 08    |
| Loss and damage of freight and baggage .....             | 3 44        | 2 56        | 6 00        |
| Damage to cattle and property .....                      | 28 69       | 21 31       | 50 00       |
| Telegraph maintenance and operation .....                | 405 13      | 300 84      | 705 97      |
| Mileage of cars of other companies (debit balance) ..... | .....       | 905 49      | 905 49      |
| Other general expenses .....                             | 18 00       | 13 37       | 31 37       |
| Total .....  | \$5,192 61  | \$4,741 42  | \$9,934 03  |
| Grand total operating expenses .....                     | \$26,117 19 | \$24,096 30 | \$50,213 49 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |             |                |
|---|-------------|----------------|
| Cost of road.....                             |             | \$1,437,768 02 |
| Cost of equipment .....                       |             | 20,919 68      |
| <i>Current assets, as follows, viz.:</i>      |             |                |
| Cash on hand.....                             | \$50,256 35 |                |
| Due by agents.....                            | 2,204 02    |                |
| Open accounts.....                            | 63 84       |                |
| Materials and supplies .....                  | 2,970 55    |                |
| Unsold bond account .....                     | 29,000 00   |                |
| Interest and discount, sale of bonds .....    | 76,500 00   |                |
|   |             | 180,994 76     |
| Profit and loss (deficiency) .....            |             | 98,529 84      |
|   |             | \$1,708,207 30 |
| LIABILITIES.                                  |             |                |
| Capital stock .....                           |             | \$500,000 00   |
| Funded debt.....                              |             | 924,000 00     |
| <i>Current liabilities, as follows, viz.:</i> |             |                |
| Interest on funded debt due and accrued ..... |             | 182,626 07     |
| Audited vouchers and pay-rolls .....          |             | 3,565 27       |
| Open accounts.....                            |             | 12,017 08      |
| Loans and bills payable .....                 |             | 86,000 00      |
|   |             | \$1,708,207 30 |

## Traffic and Mileage Statistics.

| ITEM.  | All   |
|--|-------|
| Number of passengers carried.....                | 41    |
| Number of passengers carried one mile .....      | 805   |
| Number of tons of freight carried .....          | 101   |
| Number of tons of freight carried one mile ..... | 3,116 |
| Passenger train mileage .....                    | 35.25 |
| Freight train mileage.....                       | 13.30 |
| All other train mileage .....                    | 22.81 |
| Total train mileage .....                        | 71.36 |

Traffic and Mileage Statistics—(Continued).

| ITEM.  | Earnings.   | Expenses.   | Loss.                |
|--|-------------|-------------|----------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$25,248 41 | \$26,117 19 | \$868 78             |
| Average per passenger carried .....  | 5539        | 8729        | 019                  |
| Average per passenger per mile .....   | 0312        | 0322        | 001                  |
| Average per passenger train per mile .....   | 6164        | 6376        | 0212                 |
| Freight earnings and expenses (including miscellaneous earnings) .....               | 79,821 89   | 24,096 80   | Profit.<br>55,725 59 |
| Average per ton of freight carried .....   | 7557        | 2281        | 5276                 |
| Average per ton of freight per mile .....  | 0256        | 0077        | 0179                 |
| Average per freight train per mile .....   | 2 624       | 7921        | 1 8319               |

ITEM.

All local.  
Cents.

|   |       |
|---|-------|
| Computed on earnings from carrying passengers and freight only.             |       |
| Average rate received per mile for carrying passengers, all classes .....   | 2.87  |
| Average rate received per mile per ton for carrying freight, all classes .. | 2.556 |

Description of Road and Equipment.

TRACK.

Miles owned, all  
in N. Y. State.

|  |       |
|--|-------|
| Main line, from Carthage to Benson Mines, single track ..... | 43    |
| Sidings and turnouts on main line .....                      | 5.40  |
| Grand total of tracks, sidings and turnouts .....            | 48.40 |
| Laid with steel rail, main line .....                        | 43    |

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.

ENTIRE LINE IN NEW YORK  
STATE.

|                       | Number. | Aggregate<br>length. |
|-----------------------|---------|----------------------|
|                       |         | Feet.                |
| Iron bridges .....    | 4       | 285                  |
| Wooden trestles ..... | 10      | 5,300                |
| Total .....           | 14      | 5,585                |

EQUIPMENT.

|                              | No. owned. | Average cost of<br>each. | Maximum<br>weight of each<br>in lbs. | No. equipped<br>with patent<br>brake. | No. equipped<br>with patent<br>coupler. |
|------------------------------|------------|--------------------------|--------------------------------------|---------------------------------------|---|
| Locomotives, 6 drivers ..... | 1          | .....                    | 93,000                               | 1                                     | .....                                   |
| Locomotives, 4 drivers ..... | 2          | .....                    | 86,000                               | 2                                     | .....                                   |
| Total .....                  | 3          | .....                    | .....                                | 3                                     | .....                                   |
| .....                        | 1          | .....                    | .....                                | 1                                     | .....                                   |
| .....                        | 1          | \$3,540 00               | 28,000                               | 1                                     | 1                                       |
| .....                        | 2          | .....                    | .....                                | 2                                     | 2                                       |
| .....                        | 10         | .....                    | 22,000                               | .....                                 | 10                                      |
| .....                        | 69         | .....                    | 18,000                               | .....                                 | 40                                      |
| .....                        | 2          | .....                    | 17,000                               | .....                                 | 1                                       |
| .....                        | 1          | .....                    | 20,000                               | .....                                 | .....                                   |
| .....                        | 82         | .....                    | .....                                | .....                                 | 51                                      |

## REPORT OF THE RAILROAD COMMISSIONERS.

Westinghouse air brake and Miller coupler are used on passenger cars; forty freight cars are furnished with the McKeen coupler, ten with the Janney coupler and twenty-nine with link and pin. The Ramapo split switch is used on the entire line.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles.....                                | 43.30                       |
| Cost of real estate now held by company, exclusive of that used in operation ..... | \$250 00                    |
| Total assessed value of real estate and personal property of company....           | 161,105 00                  |
| Highway crossings at grade protected by gates or flagmen .....                     | 1                           |
| Highway crossings over or under grade.....   | 2                           |

Passenger cars heated by stoves, lighted by oil lamps and ventilated by ventilators in roof.

The American Express Company does business over this road, paying one and one-half times first-class rates for merchandise, and for butter, cheese, poultry, etc., first-class freight rates.

The company receives for transportation of United States mails as follows: Route No. 6,134, between Harrisville and Carthage, \$923.10 per annum, July 1, 1889, to June 30, 1893; route No. 107,150, between Harrisville and Benson Mines, \$450 per annum, to November 9, 1891, and \$600 per annum from November 10, 1891, to June 30, 1893.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 867      | .82       |
| Grain.....   | 2,064    | 1.964     |
| Meats and provisions.....  | 981      | .926      |
| Live stock.....  | 5        | .004      |
| Lumber.....  | 79,840   | 75.596    |
| Pig and bar iron and steel.....  | 210      | .196      |
| Iron or other ores.....  | 2,155    | 2.043     |
| Coal and coke.....   | 641      | .606      |
| Petroleum and other oils.....  | 262      | .248      |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 5,596    | 5.296     |
| All other manufactures.....  | 848      | .808      |
| All other merchandises.....  | 8,919    | 8.444     |
| All other agricultural products.....   | 737      | .697      |
| All other articles not included above.....   | 2,489    | 2.368     |
| Total.....   | 106,614  | 100       |

## EMPLOYEES.

|  |             |
|--|-------------|
| Average number of persons employed (including officials) during year.... | 69          |
| Aggregate amount of salaries and wages paid them during year.....        | \$32,695 84 |

## Officers of the Company.

| Name.                | Title.                        | Official Address.         |
|----------------------|-------------------------------|---------------------------|
| E. K. SIBLEY.....    | President.....                | 160 Broadway, N. Y. city. |
| ANDREW SPOTTS.....   | Secretary and Treasurer ..... | 160 Broadway, N. Y. city. |
| RANDOLPH FARMLY..... | Attorney.....                 | 160 Broadway, N. Y. city. |
| G. F. HUGGANS.....   | Superintendent .....          | Carthage, N. Y.           |
| W. S. ALLEN.....     | Auditor.....                  | Carthage, N. Y.           |

## Directors of the Company.

| Name.                 | Residence.        |
|-----------------------|-------------------|
| THOMAS P. FOWLER..... | New York city.    |
| JOHN TAYLOR.....      | Bethlehem, Pa.    |
| JOHN B. GARRETT.....  | Philadelphia, Pa. |
| W. S. BENSON.....     | New York city.    |
| SAM. Z. BROWN.....    | New York city.    |
| RANDOLPH FARMLY.....  | New York city.    |
| R. H. SAYRE.....      | Bethlehem, Pa.    |
| HENRY WHELEN.....     | Philadelphia, Pa. |
| JOHN GREENOUGH.....   | New York city.    |
| R. D. BENSON.....     | New York city.    |
| D. D. FARMLY.....     | New York city.    |
| E. K. SIBLEY.....     | New York city.    |
| ANDREW SPOTTS.....    | New York city.    |

Title of company, Carthage and Adirondack Railway Company.  
General offices at Carthage, New York; executive office, 160 Broadway, New York city.  
Date of close of fiscal year, June 30.  
Date of stockholders' annual meeting, first Wednesday in January.  
For information concerning this report, address W. S. Allen, Auditor, Carthage, N. Y.

**CARTHAGE, WATERTOWN AND SACKETT'S HARBOR.**

LESSOR.

LESSEE—UTICA AND BLACK RIVER.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, February 1, 1869.)

For history of organization, see Report of 1885.

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.                    | 7,000          | \$700,000        | .....          | .....            | .....                                |
| Issued for actual cash and now outstanding ..... | 4,869 1/2      | 486,950          | 215            | \$21,500         | \$508,450                            |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.  | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|   |               |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage on the road from Carthage to Watertown, and on rolling stock.  | July 1, 1871  | 20           | p.c.      | Jan. & July   | \$150,000          | \$150,000           | \$120,000                            |
| First mortgage on the road from Watertown to Sackett's Harbor and second mortgage on road from Watertown to Carthage..... | Sep. 16, 1873 | 20           | 7         | April & Oct.  | 150,000            | 150,000             | 120,000                              |
| Total.....  |               |              |           |               | \$300,000          | \$300,000           | \$240,000                            |

**Cost of Road and Equipment.**

| ROAD.  |  | Total cost up to June 30, 1891. |
|--|--|---------------------------------|
| Gravel, masonry and ballast, bridges, superstructure (including ties)  |  | \$602,050 06                    |
| and rails .....  |  | 127,102 78                      |
| Land damages, fences, passenger and freight stations.....              |  | 17,932 59                       |
| Sheds and car-houses, shops, machinery and tools, fuel and water ..... |  | 11,046 35                       |
| Engineering expenses.....  |  |                                 |
| Total cost of road .....   |  | \$758,131 78                    |

## REPORT OF THE RAILROAD COMMISSIONERS.

## EQUIPMENT.

|  |              |
|--|--------------|
| Locomotives .....                            | \$10,108 80  |
| Mail, baggage and express cars .....         | 10,170 63    |
| Freight and other cars .....                 | 5,552 06     |
| Total cost of equipment .....                | \$25,826 48  |
| Grand total cost of road and equipment ..... | \$783,958 26 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| The company's share of the earnings for the year ending June 30, 1891,<br>as reported by the lessees, is ..... | \$39,966 37 |
|--|-------------|

## Officers of the Company.

| Name.                    | Title.               | Official Address. |
|--------------------------|----------------------|-------------------|
| GEORGE A. BAGLEY .....   | President .....      | Watertown, N. Y.  |
| GEORGE W. KNOWLTON ..... | Vice-President ..... | Watertown, N. Y.  |
| GEORGE H. SHERMAN .....  | Treasurer .....      | Watertown, N. Y.  |
| ALBERT BUSHNELL .....    | Secretary .....      | Watertown, N. Y.  |

## Directors of the Company.

| Name.                  | Residence.              |
|------------------------|-------------------------|
| GEORGE A. BAGLEY ..... | Watertown, N. Y.        |
| A. D. REMINGTON .....  | Watertown, N. Y.        |
| L. H. BROWN .....      | Watertown, N. Y.        |
| A. H. SAWYER .....     | Watertown, N. Y.        |
| S. B. UPHAM .....      | Watertown, N. Y.        |
| J. M. FELT .....       | Watertown, N. Y.        |
| A. BUSHNELL .....      | Watertown, N. Y.        |
| G. W. KNOWLTON .....   | Watertown, N. Y.        |
| SYDNEY COOPER .....    | Watertown, N. Y.        |
| E. M. GATES .....      | Watertown, N. Y.        |
| G. H. SHERMAN .....    | Watertown, N. Y.        |
| W. B. CAMP .....       | Sackett's Harbor, N. Y. |
| H. J. LANE .....       | Sackett's Harbor, N. Y. |

Title of company, Carthage, Watertown and Sackett's Harbor Railroad Company.

General offices at Watertown, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address George H. Sherman, Treasurer.

## CATSKILL MOUNTAIN.

(Date of charter, July 2, 1835.)

For history of organization, etc., see Reports of 1885 and 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                   |
|--|----------------|-------------------|
|  | No. of shares. | Total<br>par val. |
| Authorized by law or charter, issued for reorganization<br>and now outstanding ..... | 390            | 390               |
| Number of stockholders .....   |                |                   |

\* A letter from the treasurer of the company states "that no part of the above amount has been received at this office."



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| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable.  |                    |                     |                                      |
| First mort. bonds.   | Aug. 1, 1885 | 20           | p. c.     | Feb. 1, Aug. 1 | \$50,000           | \$50,000            | \$26,708 67                          |
| First income bds.    | Aug. 1, 1885 | 30           | 5         | Feb. 1, Aug. 1 | 238,000            | 238,000             | 29 76                                |
| Sec'nd income bds.   | Aug. 2, 1885 | 30           | 6         | Feb. 1, Aug. 1 | 16,000             | 15,200              | 26 12                                |
| Total.....           | .....        | .....        | .....     | .....          | \$304,000          | \$303,200           | \$26,762 55                          |

| ROAD.  | Additions or betterments during year ending June 30, 1891.            | Total cost of road and equipment up to June 30, 1891. |
|--|---|---|
| Grading, masonry and ballast.....  | \$343 50  | \$12,780 26   |
| Bridges.....   | 4,787 88  | 4,787 88  |
| Side tracks.....   | 1,201 34  | 1,201 34  |
| Rails.....   | 127 17  | 444 89  |
| Shanty for trackman.....   | 4 82  | 181 49  |
| Land damages.....  |   | 2,191 85  |
| Fences.....  |   | 121 01  |
| Passenger and freight stations.....  | 43 60   | 1,077 44  |
| Engine and car-house.....  | { On building owned, \$1,333 94 }<br>{ On building leased, 1,722 41 } | 3,056 35  |
| Shops, machinery and tools.....  | 430 19  | 636 25  |
| Fuel and water stations.....   | 60 75   | 90 84   |
| Engineering expenses.....  |   | 340 00  |
| Station furniture.....   | 101 43  | 199 87  |
| Purchase of constructed road and equipment, as per plan of reorganization..... |   | 380,204 98  |
| Furniture for general office.....  | 43 35   | 283 85  |
| Track tools and hand cars.....   |   | 176 78  |
| <b>Total cost of road.....</b>   | <b>\$4,211 16</b>   | <b>\$407,624 87</b>                                   |
| <b>EQUIPMENT.</b>  |   |   |
| Locomotives.....   |   | \$298 13  |
| Passenger cars.....  |   | 2,030 66  |
| Mail, baggage and express cars.....  |   | 253 21  |
| Freight and other cars.....  |   | 576 55  |
| Wagons, sleighs and harness.....   |   | 290 00  |
| <b>Total cost of equipment.....</b>  |   | <b>\$3,448 55</b>                                     |
| <b>Grand total cost of road and equipment.....</b>                             | <b>\$4,211 16</b>   | <b>\$411,073 42</b>                                   |

|  |            |
|--|------------|
| Making fill and approach from turn-table to engine-house at landing                            | \$343 50   |
| Rails, frogs and switches for tracks to engine-houses at landing                               | 127 17     |
| Gas fixtures and pipe for village station  | 28 76      |
| Sundry items for same  | 14 84      |
| Single engine-house  | 349 48     |
| Single engine-house, new extension   | 889 70     |
| Sundry items on engine houses  | 114 78     |
| Land recently invested on portion of building owned by C. L. Beach and<br>led by C. M. Ry. Co. | 1,722 41   |
| Engine-house at landing  | 341 09     |
| Sundry tools, etc.   | 89 10      |
| Local bin at Catskill landing  | 60 75      |
| Sundry for trackman at Cairo Junction  | 4 82       |
| Desks, book case and sundries  | 101 43     |
| Furniture for general office, stove, chairs, etc.  | 43 35      |
|  | <hr/>      |
|  | \$4,211 16 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                     | \$41,625 53 |
| Less operating expenses (excluding all taxes) .....     | 24,844 02   |
| Net earnings from operation .....                       | \$16,781 51 |
| <i>Income from other sources, as follows, viz.:</i>     |             |
| Interest on loans, balance of account .....             | 487 04      |
| Gross income from all sources .....                     | \$17,268 55 |
| <i>Deductions from income, as follows, viz.:</i>        |             |
| Interest on funded debt due and accrued .....           | \$2,500 00  |
| Rentals .....   | 4,572 65    |
| Taxes on property used in operation of road .....       | 944 64      |
| Taxes on earnings and capital stock .....               | 206 54      |
| Taxes other than above, expenses R. R. Commission ..... | 93 72       |
| Insurance .....   | 117 00      |
|   | 8,434 75    |
| Surplus for year ending June 30, 1891 .....             | \$8,833 80  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 .....                           | \$8,833 80  |
| Surplus up to June 30, 1890 .....                                     | \$16,394 96 |
| Less amount subsequently paid as interest on first income bonds ..... | 1,732 72    |
|   | 14,662 26   |
| Total surplus June 30, 1891 .....                                     | \$23,496 06 |

## DETAILED STATEMENT OF RENTALS.

|  |            |
|--|------------|
| Rental of Cairo railroad, including one locomotive .....     | \$3,700 00 |
| Betterment of Cairo railroad during year .....               | 572 65     |
| Rent of terminus at Catskill landing .....                   | 1,000 00   |
| Rent of village station and general office at Catskill ..... | 300 00     |
| Total amount of rentals deducted from income .....           | \$4,572 65 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                             | Passenger.  | Freight.   | Total.      |
|-----------------------------|-------------|------------|-------------|
| Freight, all local .....    |             | \$8,855 51 | \$8,855 51  |
| Passengers, all local ..... | \$32,388 15 |            | 32,388 15   |
| Express .....               | 299 62      |            | 299 62      |
| Extra baggage .....         | 82 25       |            | 82 25       |
| Total gross earnings .....  | \$32,770 02 | \$8,855 51 | \$41,625 53 |

## OPERATING EXPENSES.

## Maintenance of way and structures:

|   |            |            |            |
|---|------------|------------|------------|
| Repairs of track and roadbed .....                              | \$3,639 28 | \$1,218 09 | \$4,857 37 |
| Renewal of ties .....   | 1,132 85   | 377 62     | 1,510 47   |
| Clearing track of grass and weeds .....                         | 283 45     | 94 49      | 377 94     |
| Repairs of bridges (including culverts and cattle-guards) ..... | 959 29     | 319 77     | 1,279 06   |
| Repairs of stations, shops, docks, etc .....                    | 161 95     | 53 98      | 215 93     |
| Repairs of fences .....   | 413 04     | 137 68     | 550 72     |
| Other expenses for maintenance of way and structures .....      | 319 99     | 106 66     | 426 65     |
| Total .....   | \$6,909 85 | \$2,303 29 | \$9,213 14 |

## Maintenance of equipment:

|   |            |          |            |
|---|------------|----------|------------|
| Repairs of locomotives .....                      | \$1,004 70 | \$334 80 | \$1,339 50 |
| Repairs of cars .....                             | 788 41     | 262 80   | 1,051 21   |
| Repairs of machinery and tools .....              | 72 42      | 24 14    | 96 56      |
| Other expenses for maintenance of equipment ..... | 190 80     | 63 60    | 254 40     |
| Total .....                                       | \$2,056 33 | \$685 34 | \$2,741 67 |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.         | Freight.          | Total.             |
|--|--------------------|-------------------|--------------------|
| <i>Conducting transportation :</i>                 |                    |                   |                    |
| Wages of conductors and men.....                   | \$1,550 59         | \$516 87          | \$2,067 46         |
| Wages of engineers and firemen .....               | 1,472 85           | 490 95            | 1,963 80           |
| Fuel for locomotives .....                         | 2,269 69           | 763 23            | 3,032 92           |
| Oil and waste .....                                | 147 47             | 49 16             | 196 63             |
| Water supply .....                                 | 40 91              | 13 64             | 54 55              |
| Other train supplies or expenses .....             | 11 14              | 8 71              | 14 85              |
| Wages of station agents and clerks .....           | 1,801 13           | 433 71            | 1,734 84           |
| Wages for labor at stations.....                   | 335 94             | 111 98            | 447 92             |
| Station supplies .....                             | 70 65              | 23 55             | 94 20              |
| Cleaning cars and station .....                    | 73 37              | .....             | 73 37              |
| Wages of watchmen, flagmen and switchmen.....      | 846 18             | 115 40            | 461 58             |
| Other expenses for conducting transportation ..... | 149 27             | 49 76             | 199 03             |
| <b>Total.....</b>                                  | <b>\$7,789 19</b>  | <b>\$2,571 95</b> | <b>\$10,361 15</b> |
| <i>General expenses :</i>                          |                    |                   |                    |
| Salaries of general officers and clerks .....      | \$1,237 50         | \$412 50          | \$1,650 00         |
| General office expenses and supplies.....          | 28 71              | 9 87              | 38 28              |
| Stationery and printing.....                       | 237 24             | 75 75             | 302 99             |
| Outside agencies and advertising.....              | 146 50             | .....             | 146 50             |
| Loss and damage of freight and baggage ..          | 11 00              | .....             | 11 00              |
| Telephone maintenance and operation .....          | 206 81             | 68 94             | 275 75             |
| Other general expenses.....                        | 77 58              | 25 86             | 103 44             |
| <b>Total.....</b>                                  | <b>\$1,935 34</b>  | <b>\$592 62</b>   | <b>\$2,527 96</b>  |
| <b>Grand total operating expenses.....</b>         | <b>\$18,690 71</b> | <b>\$6,153 31</b> | <b>\$24,844 02</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                     |
|---|---------------------|
| Cost of road.....                         | \$407,634 87        |
| Cost of equipment .....                   | 3,448 55            |
| <i>Current assets, as follows, viz. :</i> |                     |
| Cash on hand .....                        | \$825 31            |
| Due by agents .....                       | 1,292 21            |
| Open accounts .....                       | 586 26              |
| Materials and supplies.....               | 3,289 52            |
| Sundries .....                            | 124 29              |
| Loan and interest .....                   | 4,021 00            |
|   | <b>10,133 29</b>    |
|   | <b>\$421,206 71</b> |

## LIABILITIES.

|  |                     |
|--|---------------------|
| Capital stock .....                            | \$39,000 00         |
| Funded debt .....                              | 308,200 00          |
| <i>Current liabilities, as follows, viz. :</i> |                     |
| Interest on funded debt due and accrued .....  | \$1,041 67          |
| Audited vouchers and pay-rolls.....            | 1,982 68            |
| Open accounts .....                            | 2,506 30            |
|  | <b>5,510 65</b>     |
| Profit and loss (surplus) .....                | 23,496 06           |
|  | <b>\$421,206 71</b> |

## Traffic and Mileage Statistics.

| ITEM.  | All local |
|--|-----------|
| Number of passengers carried .....                           | 38,415    |
| Number of passengers carried one mile.....                   | 514,867   |
| Number of tons of freight carried (estimated) .....          | 9,000     |
| Number of tons of freight carried one mile (estimated) ..... | 126,000   |
| Train mileage.....   | 28,508    |

†† Mountain railway traffic only. † Includes traffic on Cairo railroad also.

## REPORT OF THE RAILROAD COMMISSIONERS.

## EMPLOYEES.

Average number of persons employed (including officials) during year:

|   |             |
|---|-------------|
| July 1 to October 1.....  | 68          |
| October 1 to January 1.....                                       | 29          |
| January 1 to March 1.....   | 17          |
| April 1 to June 30.....   | 47          |
| Aggregate amount of salaries and wages paid them during year..... | \$17,805 96 |

## Officers of the Company.

| Name.                     | Title.                  | Official Address.              |
|---------------------------|-------------------------|--------------------------------|
| ALFRED VAN SANTVOORD..... | President.....          | Lincoln Nat. Bank, N. Y. city. |
| CHARLES L. BEACH.....     | Vice-President.....     | Catskill, N. Y.                |
| ORRIN DAY.....            | Treasurer.....          | Catskill, N. Y.                |
| CHARLES A. BEACH.....     | Gen'l Supt. and Sec'y.. | Catskill, N. Y.                |

## Directors of the Company.

| Name.                         | Residence.      |
|-------------------------------|-----------------|
| ALFRED VAN SANTVOORD.....     | New York city.  |
| CHARLES L. BEACH.....         | Catskill, N. Y. |
| ORRIN DAY.....                | Catskill, N. Y. |
| FREDERICK HILL.....           | Catskill, N. Y. |
| ISAAC PRUYN.....              | Catskill, N. Y. |
| SAMUEL L. PENFIELD.....       | Catskill, N. Y. |
| JOHN H. BAGLEY.....           | Catskill, N. Y. |
| GEORGE M. SNYDER.....         | New York city.  |
| CHARLES L. RICKERSON.....     | New York city.  |
| CHARLES T. VAN SANTVOORD..... | New York city.  |
| GEORGE H. BEACH.....          | Catskill, N. Y. |
| JACOB I. WERNER.....          | Catskill, N. Y. |
| CHARLES A. BEACH.....         | Catskill, N. Y. |

Title of company, Catskill Mountain Railway Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in June.

For information concerning this report, address Charles H. Beach, Secretary

## CAYUGA AND SUSQUEHANNA.

## LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 18, 1843.)

For history of organization, see Report of 1886.

## Capital Stock.

|                                   | COMMON.        |             |
|-----------------------------------|----------------|-------------|
|                                   | No. of shares. | Par value.  |
| Authorized by law or charter..... | \$60,000       | \$1,500,000 |
| Total now outstanding.....        | 19,637         | 589,110     |

Number of stockholders..... 97

## Cost of Road and Equipment.

| ROAD.   | Total co.<br>June 30, 1 |
|---|-------------------------|
| Grading, masonry and ballast.....   | \$143.                  |
| Bridges.....  | 24.1.                   |
| Superstructure (including ties) and rails.....  | 249.51                  |
| Land, land damages and fences.....  | 44.2                    |
| Passenger and freight stations, engine and car-houses, shops, machinery,<br>tools, fuel and water stations..... | 38                      |
| Engineering expenses.....   | 18.71                   |
| Total cost of road.....   | \$520.41                |

## EQUIPMENT.

|   |              |
|---|--------------|
| Locomotives .....                               | \$57,570 99  |
| Passenger, mail, baggage and express cars ..... | 20,196 88    |
| Freight and other cars .....                    | 1,774 21     |
| Total cost of equipment .....                   | \$79,541 99  |
| Grand total cost of road and equipment .....    | \$600,000 00 |

## Income Account for Year Ending June 30, 1891.

Income from all sources, as follows, viz.:

|  |             |
|--|-------------|
| Twelve months' rental received from lessee ..... | \$54,600 00 |
|--|-------------|

Payments from net income, as follows, viz.:

|   |            |
|---|------------|
| Dividends declared, 9 per cent, on \$589,110 common stock ..... | 53,019 90  |
| Surplus for year ending June 30, 1891 .....                     | \$1,580 10 |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 .....                                       | \$1,580 10  |
| Surplus up to June 30, 1890 .....   | 12,315 70   |
|   | \$13,895 80 |
| Less sundry small disbursements made by lessors in maintaining organization ..... | 373 75      |
| Total surplus June 30, 1891 .....   | \$13,522 05 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                   |              |
|-----------------------------------|--------------|
| Cost of road .....                | \$520,458 01 |
| Cost of equipment .....           | 79,541 99    |
| Current assets, as follows, viz.: |              |
| Cash on hand .....                | 2,632 05     |
|                                   | \$602,632 05 |

## LIABILITIES.

|                                 |              |
|---------------------------------|--------------|
| Capital stock .....             | \$589,110 00 |
| Profit and loss (surplus) ..... | 13,522 05    |
|                                 | \$602,632 05 |

## Officers of the Company.

| Name.                      | Title.                        | Official Address.              |
|----------------------------|-------------------------------|--------------------------------|
| PERCY R. PYNE .....        | President .....               | 52 Wall street, New York city. |
| STEPHEN S. PALMER .....    | Secretary and Treasurer ..... | 52 Wall street, New York city. |
| WILLIAM F. HALLSTEAD ..... | General Manager .....         | Scranton, Pa.                  |
| WILLIAM B. PIERCE .....    | General Agent .....           | Ithaca, N. Y.                  |

## Directors of the Company.

| Name.                       | Residence.        |
|-----------------------------|-------------------|
| PERCY R. PYNE .....         | New York city.    |
| JOHN I. BLAIR .....         | Blairstown, N. J. |
| WILLIAM WALKER PHELPS ..... | Englewood, N. J.  |
| MUEL SLOAN .....            | New York city.    |
| TAYLOR PYNE .....           | New York city.    |
| NEY A. TAYLOR .....         | New York city.    |
| WIN F. HATFIELD .....       | New York city.    |
| WERNCE TURNURE .....        | New York city.    |
| EPHEN S. PALMER .....       | New York city.    |

of company, The Cayuga and Susquehanna Railroad Company.  
 eral offices at Ithaca, N. Y.

of close of fiscal year, December, 31.

of stockholders' annual meeting, first Tuesday in June.

Information concerning this report, address Fred F. Chambers, 26 Exchange  
 New York City.

## CENTRAL DOCK AND TERMINAL.

LESSOR.

LESSEE—PHILADELPHIA AND READING.

(Date of charter, May 31, 1889.)

The Central Dock and Terminal Railway Company was organized May 31, 1889, for the purpose of constructing a railway and terminal dock in the city of Buffalo, connecting the freight yards of the New York Central and Hudson River Railroad Company at East Buffalo with the dock at the foot of Georgia street, a distance of miles; the object of the road being the transportation and shipment of anthracite coal. At a meeting of the directors, held on the 30th day of January, 1891, in the Grand Central station in the city of New York, the company was leased to the Philadelphia and Reading Railroad Company for a term of years, expiring March 31, 1910. Since that time the company has been operated by the said Philadelphia and Reading Railroad Company.

## Capital Stock.

|  | Total.<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------------|--|
| Authorized by law or charter, issued for actual cash and now outstanding ..... | \$487,500            | \$487,500                                  |

## Cost of Road and Equipment.

Total cost of road and equipment up to June 30, 1891 ..... \$540,832 63

## Income Account for Year Ending June 30, 1891.

Gross income from all sources, as follows, viz.:

Rental from Philadelphia and Reading Railroad Company ..... \$33,550 02

Deductions from income, as follows, viz.:

|   |                  |
|---|------------------|
| Salaries .....                                    | \$2,070 00       |
| Insurance .....                                   | 2,717 50         |
| Rents .....                                       | 900 00           |
| Taxes on property used in operation of road ..... | 4,934 00         |
| Interest on loans .....                           | 3,219 49         |
|   | <u>13,840 99</u> |

Surplus for year ending June 30, 1891 ..... \$19,709 03

## General Balance Sheet June 30, 1891.

## ASSETS.

Cost of road and equipment..... \$540,832 63

Current assets, as follows, viz.:

|                     |                     |
|---------------------|---------------------|
| Cash on hand .....  | \$1,415 46          |
| Due by lessee ..... | 14,520 82           |
|                     | <u>15,936 28</u>    |
|                     | <u>\$556,768 91</u> |

## LIABILITIES.

Capital stock..... \$487,

Current liabilities, as follows, viz.:

|  |                 |
|--|-----------------|
| Interest on bills payable due and accrued..... | \$1,434 88      |
| Loans and bills payable .....                  | 47,125 00       |
| Accrued rental.....                            | 1,000 00        |
|  | <u>49.64</u>    |
| Profit and loss (surplus).....                 | 19.77           |
|  | <u>\$556.76</u> |

# CENTRAL DOCK AND TERMINAL

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## Officers of the Company.

| Name.              | Title.                   | Official Address.                   |
|--------------------|--------------------------|-------------------------------------|
| THEODORE VOORHEES. | President                | Grand Central depot, New York city. |
| A. G. LEONARD      | Secretary and Treasurer. | Grand Central depot, New York city. |

## Directors of the Company.

| Name.             | Residence.                          |
|-------------------|-------------------------------------|
| GEORGE J. MAGEE   | Corning, N. Y.                      |
| CHAUNCEY M. DEFEW | Grand Central depot, New York city. |
| A. FOSTER         | P. and R. R. Co., Philadelphia, Pa. |
| T. M. RICHARDS    | P. and R. R. Co., Philadelphia, Pa. |
| A. A. MCLEOD      | P. and R. R. Co., Philadelphia, Pa. |
| C. E. HENDERSON   | P. and R. R. Co., Philadelphia, Pa. |
| H. J. HAYDEN      | Grand Central depot, New York city. |
| J. M. TOUCEY      | Grand Central depot, New York city. |
| THEODORE VOORHEES | Grand Central depot, New York city. |
| DANIEL BEACH      | Corning, N. Y.                      |
| C. J. LANGDON     | Elmira, N. Y.                       |
| A. A. ATKINS      | Philadelphia, Pa.                   |
| JOHN LANG         | Corning, N. Y.                      |

Title of company, The Central Dock and Terminal Railway Company.

General offices at Grand Central depot, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address A. G. Leonard, Secretary and Treasurer, Room 15, Grand Central depot, New York city.

# CENTRAL NEW ENGLAND AND WESTERN.

(Date of consolidation, July 22, 1889.)

For history of organization, etc., see Report of 1889.

The Central New England and Western Railroad Company is the lessee, under a lease for one year from August 30, 1889, and under a lease for fifty years from August 30, 1890, of the Hartford and Connecticut Western Railroad Company, whose line extends from Hartford, Conn., in a westerly direction to Rhinebeck, in the State of New York, a distance of 109½ miles. This lease was executed in accordance with the laws of New York and Connecticut.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | COMMON.        |             |
|---|----------------|-------------|
|   | No. of shares. | Par value.  |
| Authorized by law or charter, issued on account of construction and now outstanding | 16,000         | \$1,600,000 |

Number of stockholders..... 15

### FUNDED DEBT.

| SIGNATURE OF LIEN. | Date.         | Term, years. | INTEREST. |                 | Amount authorized. | Amount outstanding. |
|--------------------|---------------|--------------|-----------|-----------------|--------------------|---------------------|
|                    |               |              | Rate.     | When payable.   |                    |                     |
| Mortgage bonds     | Sept. 3, 1889 | 50           | p.c.<br>6 | Mar. 1, Sept. 1 | \$2,500,000        | \$2,500,000         |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                      |  | \$34,527 97   |
| Bridges.....   | \$4,614 47   | 15,669 14   |
| Superstructure (including ties).....                   |  | 2,178 98  |
| Land.....  | 1,349 28   | 20,108 26   |
| Fences.....  | 1,290 78   | 11,086 34   |
| Engineering expenses.....                              |  | 7,639 09  |
| Purchase of constructed road and improvements to same. | 55,609 57  | 3,459,083 27  |
| Buildings, furniture and fixtures.....                 | 4,375 86   | 17,750 29   |
| Sidings and yard extension.....                        | 8,584 86   | 41,411 14   |
| Total cost of road.....                                | \$75,824 82  | \$3,609,273 48  |
| <b>EQUIPMENT.</b>                                      |  |   |
| Locomotives.....                                       | \$48,171 95  | \$104,672 72  |
| Passenger cars.....                                    | 19,981 03  | 50,356 85   |
| Mail, baggage and express cars.....                    |  | 9,076 48  |
| Freight and other cars.....                            | 42,009 98  | 75,156 83   |
| Total cost of equipment.....                           | \$105,162 96   | \$239,262 86  |
| Grand total cost of road and equipment.....            | \$180,987 78   | \$3,848,536 36  |

## Income Account for Year Ending June 30, 1891.

|   |             |              |
|---|-------------|--------------|
| Gross earnings from operation.....                  |             | \$626,556 68 |
| Less operating expenses (excluding all taxes).....  |             | 464,001 47   |
| Net earnings from operation.....                    |             | \$162,554 21 |
| <i>Income from other sources, as follows, viz.:</i> |             |              |
| Rent.....   | \$3,972 69  |              |
| Interest.....                                       | 1,479 09    |              |
| Dividends.....                                      | 18,927 00   | 19,878 78    |
| Gross income from all sources.....                  |             | \$181,952 99 |
| <i>Deductions from income, as follows, viz.:</i>    |             |              |
| Interest on funded debt due and accrued.....        | \$75,000 00 |              |
| Rentals.....  | 74,862 57   |              |
| Taxes on property used in operation of road.....    | 17,147 16   |              |
| Interest on loans.....                              | 20,112 68   | 187,122 41   |
| Deficit for year ending June 30, 1891.....          |             | \$5,189 42   |

## General Income Account.

|   |              |
|---|--------------|
| Deficit for year ending June 30, 1891.....  | \$5,189 42   |
| Deficit up to June 30, 1890.....  | 101,929 27   |
|   | \$107,118 69 |
| Difference in assets and liabilities of the H. and C. W. R. R., assumed under the lease, charged off..... | 101,703 53   |
| Total deficit June 30, 1891.....  | \$5,415 21   |

## DETAILED STATEMENT OF RENTALS.

|  |             |             |
|--|-------------|-------------|
| <b>Hartford and Connecticut Western Railroad:</b>        |             |             |
| Interest on bonds.....                                   | \$35,000 00 |             |
| Two per cent on stock.....                               | 24,935 57   |             |
| Two per cent on stock owned by company to January 1..... | 13,927 00   | \$73,862 57 |
| Newburgh, Dutchess and Connecticut Railroad.....         |             | 1,000 00    |
| Total amount of rentals deducted from income.....        |             | \$74,862 57 |



## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.   | Freight.     | Total.       |
|----------------------------|--------------|--------------|--------------|
| Freight, through .....     | \$198,429 11 |              |              |
| Freight, local .....       | 196,482 40   |              |              |
| Passengers, through .....  | \$42,830 50  |              |              |
| Passengers, local .....    | 133,854 27   |              |              |
| Mail .....                 | \$176,684 77 |              | 176,684 77   |
| Express .....              | 8,932 36     |              | 8,932 36     |
|                            | 47,027 04    |              | 47,027 04    |
| Total gross earnings ..... | \$232,644 17 | \$393,911 51 | \$626,555 68 |

## OPERATING EXPENSES.

*\*Maintenance of way and structures:*

|  |             |             |             |
|--|-------------|-------------|-------------|
| Repairs of roadbed and track .....           | \$11,767 33 | \$10,024 02 | \$21,791 35 |
| Repairs of stations, shops, docks, etc ..... | 215 61      | 183 60      | 399 11      |
| Total .....                                  | \$11,982 94 | \$10,207 62 | \$22,190 46 |

*Maintenance of equipment:*

|                                      |             |             |             |
|--------------------------------------|-------------|-------------|-------------|
| Repairs of locomotives .....         | \$6,167 41  | \$6,967 43  | \$15,124 84 |
| Repairs of cars .....                | 3,087 63    | 9,093 37    | 12,181 00   |
| Repairs of machinery and tools ..... | 167 91      | 143 03      | 310 94      |
| Total .....                          | \$11,422 95 | \$16,193 83 | \$27,616 78 |

*Conducting transportation:*

|   |              |              |              |
|---|--------------|--------------|--------------|
| Wages of conductors and men .....                                   | \$16,851 69  | \$57,598 29  | \$74,449 98  |
| Wages of engineers and firemen .....                                | 34,651 78    | 30,258 92    | 64,910 70    |
| Fuel for locomotives .....  | 53,253 42    | 45,364 06    | 98,617 48    |
| Oil and waste .....   | 3,289 73     | 2,802 37     | 6,092 10     |
| Water supply .....  | 1,676 66     | 1,428 27     | 3,104 93     |
| Other train supplies or expenses .....                              | 517 04       | 1,433 23     | 1,950 27     |
| Wages of station agents and clerks, and for labor at stations ..... | 31,734 26    | 27,032 89    | 58,767 15    |
| Station supplies .....  | 2,687 93     | 2,204 53     | 4,792 46     |
| Wages of watchmen, flagmen and switchmen .....                      | 1,255 35     | 1,069 38     | 2,324 73     |
| Other expenses for conducting transportation .....                  |              | 2,998 45     | 2,998 45     |
| Total .....   | \$145,817 86 | \$172,185 39 | \$318,008 25 |

*General expenses:*

|  |              |              |              |
|--|--------------|--------------|--------------|
| Salaries of general officers and clerks .....          | \$25,147 06  | \$21,421 57  | \$46,568 63  |
| Stationery and printing .....                          | 5,311 63     | 4,524 72     | 9,836 35     |
| Outside agencies and advertising .....                 | 1,410 67     | 1,201 59     | 2,612 16     |
| Legal expenses .....                                   | 1,357 63     | 1,156 50     | 2,514 13     |
| Loss and damage of freight and baggage .....           |              | 517 61       | 517 61       |
| Damage to cattle and property .....                    |              | 1,568 62     | 1,568 62     |
| Injuries to persons .....                              | 802 23       | 663 38       | 1,465 61     |
| Telegraph maintenance and operation .....              | 6,042 40     | 5,174 24     | 11,189 64    |
| Mileage of cars of other companies (debit lance) ..... | 2,584 82     | 5,654 45     | 8,239 27     |
| general expenses .....                                 | 6,295 84     | 5,363 12     | 11,658 96    |
| Total .....  | \$48,952 18  | \$47,238 80  | \$96,190 98  |
| and total operating expenses .....                     | \$218,175 83 | \$245,825 64 | \$464,001 47 |

There has been expended on the Hartford and Connecticut Western railroad, in behalf of way and structures, for the year ending June 30, 1891, \$103,967.51, which is a charge against that company under the lease, and does not enter into the maintenance of way and structures in this account.

## General Balance Sheet June 30, 1891.

| ASSETS.   |              |                       |
|---|--------------|-----------------------|
| Cost of road.....                                     |              | \$3,609,273 48        |
| Cost of equipment.....                                |              | 239,262 88            |
| <i>Other permanent investments, as follows, viz.:</i> |              |                       |
| Stock of other companies.....                         | \$900,000 00 |                       |
| Real estate.....                                      | 475 00       |                       |
| Betterments H. and C. W. R. R. ....                   | 175,082 48   |                       |
|   |              | 1,075,537 48          |
| <i>Current assets, as follows, viz.:</i>              |              |                       |
| Cash on hand.....                                     | \$3,351 27   |                       |
| Bills receivable.....                                 | 22,697 99    |                       |
| Due by agents.....                                    | 9,798 80     |                       |
| Open accounts.....                                    | 124,814 54   |                       |
| Materials and supplies.....                           | 68,040 62    |                       |
|   |              | 228,703 02            |
| Profit and loss (deficiency) .....                    |              | 5,416 16              |
|   |              | <u>\$5,158,192 00</u> |

| LIABILITIES.                                  |             |                       |
|---|-------------|-----------------------|
| Capital stock.....                            |             | \$1,600,000 00        |
| Funded debt.....                              |             | 2,500,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued.....  | \$54,510 56 |                       |
| Audited vouchers and pay-rolls.....           | 49,434 48   |                       |
| Open accounts.....                            | 97,693 14   |                       |
| Loans and bills payable.....                  | 856,553 82  |                       |
|   |             | 1,058,192 00          |
|   |             | <u>\$5,158,192 00</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.   | Local.     | Total.     |
|---|------------|------------|------------|
| Number of passengers carried.....           | 37,788     | 358,831    | 396,619    |
| Number of passengers carried one mile ....  | 1,903,578  | 5,604,856  | 7,507,934  |
| Number of tons of freight carried.....      | 227,872    | 294,202    | 522,074    |
| Number of tons of freight carried one mile. | 23,259,487 | 17,670,829 | 40,910,296 |
| Passenger train mileage.....                |            |            | 438,468    |
| Freight train mileage.....                  |            |            | 354,884    |
| All other train mileage.....                |            |            | 280,880    |
| Total train mileage .....                   |            |            | 1,074,232  |

| ITEM.   | Earnings.    | Expenses.    | Profit.     |
|---|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings). | \$232,644 17 | \$218,175 83 | \$14,468 34 |
| Average per passenger carried.....  | 58           | 55           | 03.         |
| Average per passenger per mile.....   | 031          | 029          | 002         |
| Average per passenger train per mile.....   | 53           | 50           | 03          |
| Freight earnings and expenses (including miscellaneous earnings).....                 | 393,911 51   | 245,825 64   | 148,085 87  |
| Average per ton of freight carried.....   | 754          | 470          | 284         |
| Average per ton of freight per mile.....  | 0096         | 006          | 0036        |
| Average per freight train per mile.....   | 1 109        | 692          | 417         |

| ITEM.  | Through.    | Local.      | Thro and L. |
|--|-------------|-------------|-------------|
| Computed on earnings from carrying passengers and freight only.                |             |             |             |
| Average rate received per mile for carrying passengers, all classes.....       | Cents. 2.25 | Cents. 2.38 | C.          |
| Average rate received per mile per ton for carrying freight, all classes ..... | 0.85        | 1.10        |             |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in N. Y. State. | MILES LEASED.          |                | TOTAL MILES.           |                |
|--|----------------------------------|------------------------|----------------|------------------------|----------------|
|  |                                  | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. |
| Main line from Campbell Hall to Silvernails, single track..... | 53.04                            | 43.75                  | 111.00         | 98.79                  | 164.04         |
| Sidings and turnouts on main line.....                         | 13.08                            | 6.85                   | 20.92          | 19.83                  | 34             |
| Grand total of tracks, sidings and turnouts....                | 66.12                            | 50.60                  | 131.92         | 118.72                 | 198.04         |
| Laid with steel rail, main line.....                           | 53.04                            | 31.96                  | 97.96          | 85.00                  | 162.79         |
| Laid with iron rail, main line .....                           | .....                            | 11.79                  | 11.79          | 11.79                  | 11.79          |

Average life of rails—steel, 20 years, iron, 14 years; average life of ties 7 years; weight of rails per yard—steel, maximum, 85 lbs., minimum, 70 lbs., iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

| BRIDGES.             | IN NEW YORK STATE. |                       |
|----------------------|--------------------|-----------------------|
|                      | Number.            | Aggregate length.     |
| Iron bridges.....    | 23                 | <i>Feet.</i><br>1,773 |
| Wooden bridges.....  | 9                  | 106                   |
| Wooden trestles..... | 9                  | 6,151                 |
| Total .....          | 40                 | 8,030                 |

| EQUIPMENT.                          | No. owned. | No. leased. | Total number. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-------------|---------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers.....         | 3          | 6           | 9             | 192,000                        | 9                               | 9                                 |
| Locomotives, 6 drivers.....         | 1          | 1           | 2             | 177,000                        | 2                               | 2                                 |
| Locomotives, 4 drivers.....         | 2          | 18          | 20            | 170,000                        | 18                              | 18                                |
| Total .....                         | 6          | 25          | 31            | .....                          | 29                              | 29                                |
| First-class passenger cars.....     | 6          | 14          | 20            | .....                          | 20                              | 20                                |
| Baggage, mail and express cars..... | 4          | 5           | 9             | .....                          | 9                               | 9                                 |
| Total .....                         | 10         | 19          | 29            | .....                          | 29                              | 29                                |
| Box freight cars.....               | 36         | 135         | 171           | .....                          | .....                           | 59                                |
| Flat freight cars .....             | .....      | 4           | 4             | .....                          | .....                           | .....                             |
| Freight cars .....                  | 40         | 284         | 324           | .....                          | .....                           | 81                                |
| Freight cars .....                  | .....      | 26          | 26            | .....                          | .....                           | .....                             |
| Four-wheel cars.....                | 2          | .....       | 2             | .....                          | .....                           | .....                             |
| Four-wheel cars.....                | .....      | 13          | 13            | .....                          | .....                           | .....                             |
| Four-wheel cars.....                | 3          | 4           | 7             | .....                          | .....                           | .....                             |
| Total .....                         | 81         | 466         | 547           | .....                          | .....                           | 140                               |

Passenger cars are equipped with Westinghouse air-brake and Miller coupler. No brake on freight cars; Perry and ordinary couplers.  
Standard split switches are used exclusively on road.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Railroads crossing road at grade.....                         | 1               | 6            |
| Railroads crossing road over or under grade.....              | 3               | 3            |
| Highway crossings at grade without protection.....            | 93              | 161          |
| Highway crossings at grade protected by gates or flagmen..... | 1               | 6            |
| Highway crossings over or under grade.....                    | 11              | 33           |
| Overhead obstructions less than twenty feet above track..     | 1               | 2            |

Passenger cars are heated by steam from locomotives, lighted by lamps and ventilated by deck windows.

Adams Express Company does business on this road and pays a guaranteed amount, or forty per cent of receipts.

Pullman's sleeping and parlor cars run over this line. The charge is about one-third of a cent per mile for berths or seats. The railroad company makes no additional charge.

Pullman's Palace Car Company received during the year for mileage, \$3,330.44.

Compensation for carrying the mails is fixed by the government, based on service and weight of mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 11,168   | 2.14      |
| Grain.....   | 26,271   | 5.08      |
| Meat and provisions.....   | 3,112    | .59       |
| Live stock.....  | 1,762    | .33       |
| Lumber.....  | 19,394   | 3.71      |
| Pig and bar iron and steel.....  | 65,901   | 12.62     |
| Iron or other ores.....  | 36,102   | 6.92      |
| Coal and coke.....   | 221,428  | 42.43     |
| Petroleum and other oils.....  | 2,417    | .46       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 778      | .15       |
| All other manufactures.....  | 26,224   | 5.02      |
| All other merchandise.....   | 38,067   | 7.29      |
| All other agricultural products.....   | 28,860   | 5.53      |
| All other articles not included above.....   | 40,800   | 7.78      |
| Total.....   | 522,074  | 100       |

| NUMBER OF ACCIDENTS. | Injured. | Killed. | Total. |
|----------------------|----------|---------|--------|
| Passengers.....      | 2        | .....   | 2      |
| Employees.....       | 15       | 3       | 18     |
| Others.....          | 3        | 8       | 11     |
| Total.....           | 20       | 11      | 31     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 738  
 Aggregate amount of salaries and wages paid them during year..... \$448,245.24

## Officers of the Company.

| Name.                 | Title.                        | Official Address.            |
|-----------------------|-------------------------------|------------------------------|
| JOHN S. WILSON.....   | President.....                | 115 Broadway, New York city. |
| ARTHUR BROOK.....     | Vice-President.....           | Bullitt Building, Phil., Pa. |
| W. R. CARLILE.....    | Secretary and Treas.....      | 115 Broadway, New York city  |
| H. W. WATSON.....     | Auditor.....                  | Hartford, Conn.              |
| J. W. FOWLER.....     | General Superintendent.....   | Hartford, Conn.              |
| J. O. PATTERSON.....  | Chief Engineer.....           | Poughkeepsie, N. Y.          |
| C. A. HAYES.....      | Gen. Pas. and Fr'ght Agt..... | Poughkeepsie, N. Y.          |
| W. J. CROMWELL.....   | Purchasing Agent.....         | 115 Broadway, New York city. |
| JOHN G. MILLS.....    | Cashier.....                  | 115 Broadway, New York city  |
| C. E. MORGAN, JR..... | General Solicitor.....        | Philadelphia, Pa.            |

## Directors of the Company.

| Name.                      | Residence.        |
|----------------------------|-------------------|
| JOHN S. WILSON.....        | New York city.    |
| ARTHUR BROCK.....          | Lebanon, Pa.      |
| HENRY C. GIBSON.....       | Philadelphia, Pa. |
| HENRY O. SEIKAS.....       | New Orleans, La.  |
| CHARLEMAGNE TOWER, JR..... | Philadelphia, Pa. |
| WILLIAM T. CARTER.....     | Philadelphia, Pa. |
| W. W. GIBBS.....           | Philadelphia, Pa. |
| ARTHUR E. NEWBOLD.....     | Philadelphia, Pa. |
| CHAS. HENRY HART.....      | Philadelphia, Pa. |
| JOSEPH F. SINNOTT.....     | Philadelphia, Pa. |
| JOHN T. TERRY.....         | New York city.    |
| WILLIAM B. SCOTT.....      | Philadelphia, Pa. |
| JOHN W. BROCK.....         | Philadelphia, Pa. |

Title of company. Central New England and Western Railroad Company.

General offices at 115 Broadway, New York city.

Date of close of fiscal year. August 31.

Date of stockholders' annual meeting, first Wednesday in February.

For information concerning this report, address H. W. Watson, Auditor, Hartford, Conn.

## CHATEAUGAY (Railway).

LESSOR.

LESSEE—CHATEAUGAY RAILROAD.

(Date of charter, July 12, 1887.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |            | Cash realized on amount outstanding. |
|---|----------------|------------|--------------------------------------|
|   | No. of shares. | Par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 1,680          | \$168,000  | \$168,000                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable.  |                    |                     |                                      |
| First mortg. bonds   | Aug. 1, 1887 | 20           | 5 p c.    | Feb. 1, Aug. 1 | \$200,000          | \$200,000           | \$200,000                            |

## Cost of Road.

Total cost up to June 30, 1891.

|                                   |              |
|-----------------------------------|--------------|
| g. masonry and ballast.....       | \$182,248 00 |
| erstructure (including ties)..... | 47,020 00    |
| s.....                            | 111,650 00   |
| enger and freight stations.....   | 11,200 00    |
| ine and car-houses.....           | 2,200 00     |
| and water stations.....           | 950 00       |
| teering expenses.....             | 12,732 00    |
| al cost of road.....              | \$368,000 00 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

Gross income from all sources, as follows, viz.:

|   |             |
|---|-------------|
| Rental from lessee.....                       | \$12,000 00 |
| Payments from income, as follows, viz.:       |             |
| Interest on funded debt, due and accrued..... | 12,000 00   |

## General Balance Sheet, June 30, 1891.

| ASSETS.            |                     |
|--------------------|---------------------|
| Cost of road.....  | \$368,000 00        |
| LIABILITIES.       |                     |
| Capital stock..... | \$168,000 00        |
| Funded debt.....   | 200,000 00          |
|                    | <u>\$368,000 00</u> |

## Officers of the Company.

| Name.              | Title.                             | Official Address.  |
|--------------------|------------------------------------|--------------------|
| SMITH M. WEED..... | President.....                     | Plattsburgh, N. Y. |
| M. L. FRENCH.....  | Superintendent and Vice-Pres....   | Plattsburgh, N. Y. |
| A. L. INMAN.....   | Gen. Mgr., Sec'y, and Treasurer... | Plattsburgh, N. Y. |

## Directors of the Company.

| Name.                     | Residence.           |
|---------------------------|----------------------|
| SMITH M. WEED.....        | Plattsburgh, N. Y.   |
| ANDREW WILLIAMS.....      | Plattsburgh, N. Y.   |
| ROBERT M. OYLPHANT.....   | New York city.       |
| JAMES A. BURDEN.....      | Troy, N. Y.          |
| A. L. INMAN.....          | Plattsburgh, N. Y.   |
| EDWARD HALL.....          | Lyon Mountain, N. Y. |
| MILLARD F. PARKHURST..... | Plattsburgh, N. Y.   |
| MILTON L. FRENCH.....     | Plattsburgh, N. Y.   |
| ROSWELL A. WEED.....      | Plattsburgh, N. Y.   |
| HENRY DAVIS.....          | Albany, N. Y.        |

Title of company, Chateaugay Railway Company.

General offices at Plattsburgh, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report, address M. L. French, Superintendent.

## CHATEAUGAY (Railroad).

(Date of charter, May 30, 1879.)

For history of organization, etc., see Report of 1885.

## Capital Stock.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 750            | \$75,000            | \$75,000                                   |
| Number of stockholders.....  |                |                     | 1  |

## Cost of Road and Equipment.

| ROAD.                                | Total cost:<br>June 30, 1891 |
|--------------------------------------|------------------------------|
| Grading, masonry and ballast.....    | \$83,61                      |
| Bridges.....                         | 18,01                        |
| Superstructure (including ties)..... | 120,81                       |
| Land damages.....                    | 5,03                         |
| Passenger and freight stations.....  | 9,71                         |
| Engine and car-houses.....           | 8,65                         |
| Engineering expenses.....            | 7,02                         |
| Total cost of road.....              | <u>\$251,81</u>              |

## EQUIPMENT.

|                                      |             |
|--------------------------------------|-------------|
| Locomotives .....                    | \$51,191 69 |
| Passenger cars .....                 | 23,932 00   |
| Mail, baggage and express cars ..... | 2,860 22    |
| *Freight and other cars .....        | 106,363 67  |

Total cost of equipment..... \$194,347 58

Grand total cost of road and equipment..... \$445,883 54

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$216,834 33 |
| Less operating expenses (excluding all taxes) ..... | 135,893 20   |

Gross income from all sources..... \$80,941 13

## Deductions from income, as follows, viz.:

|  |                  |
|--|------------------|
| Rentals .....                                    | \$12,001 00      |
| Taxes on property used in operation of road..... | 2,198 67         |
| Taxes on earnings and capital stock.....         | 112 50           |
| Taxes other than above.....                      | 448 22           |
|  | <u>14,760 39</u> |

Surplus for year ending June 30, 1891..... \$66,180 74

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$66,180 74 |
| Surplus to June 30, 1890.....               | 482,374 41  |

Total surplus June 30, 1891..... \$548,555 15

## DETAILED STATEMENT OF RENTALS.

|  |             |
|--|-------------|
| Chateaugay Railway Company, line from Lyon Mountain to Saranac Lake, being interest on \$200,000 bonds of that company's issue.....                                    | \$12,000 00 |
| Plattsburgh and Dannemora railroad (so called), leased from the State, consideration being free transportation of supplies to Clinton prison and annual rental of..... | 1 00        |

Total amount of rentals deducted from income..... \$12,001 00

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.  | Freight.     | Total.       |
|----------------------------------|-------------|--------------|--------------|
| Freight, all local.....          |             | \$132,152 98 | \$132,152 98 |
| Passengers, all local .....      | \$69,096 18 |              | 69,096 18    |
| Mail.....                        | 5,043 12    |              | 5,043 12     |
| Express .....                    | 6,179 45    |              | 6,179 45     |
| Miscellaneous, as follows, viz.: |             |              |              |
| Parlor cars..... \$4,004 00      |             |              |              |
| Telegraph..... 358 60            |             |              |              |
|                                  | 4,362 60    |              | 4,362 60     |
| Total gross earnings.....        | \$84,681 35 | \$132,152 98 | \$216,834 33 |

## OPERATING EXPENSES.

## Maintenance of way and structures:

|   |             |             |             |
|---|-------------|-------------|-------------|
| Repairs of track.....                       | \$4,483 82  | \$10,855 23 | \$15,289 05 |
| Repairs of roadbed.....                     | 4,326 17    | 10,591 68   | 14,917 85   |
| Repairs of bridges (including culverts and  |             |             |             |
| le-guardrails).....                         | 659 14      | 1,613 76    | 2,272 90    |
| Repairs of stations, shops, docks, etc..... | 546 44      | 1,337 87    | 1,884 31    |
| Repairs of fences.....                      | 93 15       | 228 04      | 321 19      |
| Expenses for maintenance of way and         |             |             |             |
| structures.....                             | 63 31       | 154 66      | 217 97      |
| 1 .....                                     | \$10,122 03 | \$24,781 24 | \$34,903 27 |

Outlay of \$11,565.75 was made during year for the purchase of box freight cars,

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|  | Passenger.  | Freight.    | Total.       |
|--|-------------|-------------|--------------|
| <i>Maintenance of equipment:</i>                   |             |             |              |
| Repairs of locomotives .....                       | \$2,564 28  | \$6,278 06  | \$8,842 34   |
| Repairs of cars .....                              | 4,472 83    | 10,960 72   | 15,433 55    |
| Repairs of machinery and tools .....               | 10 54       | 25 81       | 36 35        |
| Total .....  | \$7,047 65  | \$17,254 59 | \$24,302 24  |
| <i>Conducting transportation:</i>                  |             |             |              |
| Wages of conductors and men .....                  | \$3,996 90  | \$9,785 54  | \$13,782 44  |
| Wages of engineers and firemen .....               | 2,905 25    | 7,112 85    | 10,018 10    |
| Fuel for locomotives .....                         | 7,572 63    | 18,599 92   | 26,172 55    |
| Oil and waste .....                                | 595 04      | 1,456 80    | 2,051 84     |
| Water supply .....                                 | 61 69       | 151 01      | 212 70       |
| Other train supplies or expenses .....             | 108 59      | 253 51      | 362 10       |
| Wages of station agents and clerks .....           | 2,075 11    | 5,080 43    | 7,155 54     |
| Wages for labor at stations .....                  | 990 02      | 2,423 85    | 3,413 87     |
| Station supplies .....                             | 190 69      | 466 87      | 657 56       |
| Wages of watchmen, flagmen and switchmen .....     | 1,088 04    | 2,663 81    | 3,751 85     |
| Other expenses for conducting transportation ..... | 118 19      | 289 34      | 407 53       |
| Total .....  | \$19,699 15 | \$48,228 93 | \$67,928 08  |
| <i>General expenses:</i>                           |             |             |              |
| Salaries of general officers and clerks .....      | \$1,535 55  | \$3,759 45  | \$5,295 00   |
| General office expenses and supplies .....         | 130 48      | 319 45      | 449 93       |
| Stationery and printing .....                      | 301 31      | 737 71      | 1,039 02     |
| Outside agencies and advertising .....             | 391 49      | 958 48      | 1,349 97     |
| Damage to cattle and property .....                | 101 70      | 248 99      | 350 69       |
| Other general expenses .....                       | 79 75       | 195 25      | 275 00       |
| Total .....  | \$2,540 28  | \$6,219 33  | \$8,759 61   |
| Grand total operating expenses .....               | \$39,409 11 | \$96,484 09 | \$135,893 20 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |                     |
|--|---------------------|
| Cost of road .....                       | \$251,535 96        |
| Cost of equipment .....                  | 194,347 58          |
| <i>Current assets, as follows, viz.:</i> |                     |
| Due by agents .....                      | 6,194 83            |
| Open accounts, net balance .....         | 141,606 55          |
| Materials and supplies .....             | 29,091 09           |
| Sundries, traffic balances .....         | 777 45              |
|  | <u>\$623,555 15</u> |
| LIABILITIES.                             |                     |
| Capital stock .....                      | \$75,000 00         |
| Profit and loss (surplus) .....          | 548,555 15          |
|  | <u>\$623,555 15</u> |

## Traffic and Mileage Statistics.

| ITEM.  | AL.       |
|--|-----------|
| Number of passengers carried .....               | 1         |
| Number of passengers carried one mile .....      | 1,71      |
| Number of tons of freight carried .....          | 20        |
| Number of tons of freight carried one mile ..... | 6,11      |
| Passenger train mileage .....                    |           |
| Freight train mileage .....                      | 16        |
| All other train mileage .....                    |           |
| <u>Total train mileage .....</u>                 | <u>21</u> |



## Traffic and Mileage Statistics — (Continued).

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$84,681 35 | \$39,409 11 | \$45,272 24 |
| Average per passenger carried  | 2 008       | 934         | 1 074       |
| Average per passenger per mile   | 049         | 023         | 026         |
| Average per passenger train per mile   | 1 279       | 596         | 684         |
| Freight earnings and expenses (including miscellaneous earnings)                     | 132,152 98  | 96,484 09   | 35,668 89   |
| Average per ton of freight carried   | 636         | 463         | 172         |
| Average per ton of freight per mile  | 021         | 016         | 005         |
| Average per freight train per mile   | 816         | 596         | 22          |

## ITEM.

All local.  
Cents.

Computed on earnings from carrying passengers only.  
Average rate received per mile for carrying passengers, all classes .....

## Description of Road and Equipment.

| TRACK.  | Miles owned all in New York State. | Miles leased, all in New York State. | Total miles all in New York State. |
|---|------------------------------------|--------------------------------------|------------------------------------|
| Main line from Dannemora to Lyon Mountain, single track | 18.01                              | 54.81                                | 72.82                              |
| Sidings and turnouts on main line                       | 9.71                               | 1.24                                 | 10.95                              |
| Grand total of tracks, sidings and turnouts             | 27.72                              | 56.05                                | 83.77                              |
| Laid with steel rail, main line and sidings             | 27.72                              | 56.05                                | 83.77                              |

Average life of ties, 5 years; weight of rails per yard — steel, 46 lbs.; gauge of track, 3 feet; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.   | From           | To           | Entire length in New York State. | Owned or leased. | Miles laid with steel rail. |
|---------------------------|----------------|--------------|----------------------------------|------------------|-----------------------------|
| Plattsburgh and Dannemora | Plattsburgh    | Dannemora    | 15.92                            | Leased.          | 15.92                       |
| Chateaugay Railway        | Lyon Mountain. | Saranac Lake | 38.89                            | Leased.          | 38.89                       |

## BRIDGES.

|          | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------|--------------------------------|-------------------|
|          | Number.                        | Aggregate length. |
| Idges    | 2                              | Feet.<br>150      |
| trestles | 16                             | 4,178.50          |
| 1        | 18                             | 4,328.50          |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.   | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers.....                                | 6          | .....       | 6             | \$8,000               | 52,000                         | 25                             | 6                               | .....                             |
| Locomotives, 4 drivers.....                                | 3          | 2           | 5             | 6,000                 | 30,000<br>52,000               | 25                             | 4                               | .....                             |
| Total .....  | 9          | 2           | 11            | .....                 | .....                          | .....                          | 10                              | .....                             |
| First-class passenger cars, including two parlor cars..... | 5          | 3           | 8             | .....                 | .....                          | .....                          | 8                               | 8                                 |
| Second-class passenger cars.....                           | 2          | .....       | 2             | .....                 | .....                          | .....                          | 2                               | 2                                 |
| Baggage, mail and exp. cars.....                           | 3          | .....       | 3             | .....                 | .....                          | .....                          | 3                               | 3                                 |
| Total .....  | 10         | 3           | 13            | .....                 | .....                          | .....                          | 13                              | 13                                |
| Box freight cars.....                                      | 38         | 6           | 44            | .....                 | .....                          | .....                          | .....                           | 20                                |
| Ore freight cars.....                                      | 244        | .....       | 244           | .....                 | .....                          | .....                          | .....                           | .....                             |
| Coal freight cars.....                                     | 18         | .....       | 18            | .....                 | .....                          | .....                          | .....                           | .....                             |
| Flat freight cars.....                                     | 101        | 9           | 110           | .....                 | .....                          | .....                          | .....                           | 40                                |
| Caboose, 4-wheel cars.....                                 | 2          | .....       | 2             | .....                 | .....                          | .....                          | .....                           | .....                             |
| Snow plow.....   | 1          | .....       | 1             | .....                 | .....                          | .....                          | .....                           | .....                             |
| Service cars.....  | 78         | .....       | 78            | .....                 | .....                          | .....                          | .....                           | .....                             |
| Total .....  | 482        | 15          | 497           | .....                 | .....                          | .....                          | .....                           | 60                                |

Eames' brake and Miller coupler are used on passenger cars; Smith coupler on freight cars.

Both stub and split-point switches are used on the line.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles.....           | 98.80                       |
| Highway crossings at grade without protection.....            | 36                          |
| Highway crossings at grade protected by gates or flagmen..... | 1                           |
| Highway crossings over or under grade.....                    | 1                           |
| Overhead obstructions less than twenty feet above track.....  | 1                           |

Passenger cars are heated by heaters, lighted by kerosene oil lamps and ventilated by trunk lights.

The National Express Company runs over this line, paying fixed schedule rates.

The company runs its own parlor cars at an additional charge of about one cent per mile.

The mails are carried for a fixed sum per annum based, on weight.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage |
|--|---------|
| Flour.....                                 | 1,056   |
| Grain.....                                 | 1,370   |
| Meats and provisions.....                  | 751     |
| Live stock.....                            | 3       |
| Lumber.....                                | 1       |
| Pig and bar iron and steel.....            | 1       |
| Iron or other ores.....                    | 12      |
| Coal and coke.....                         | 2       |
| Petroleum and other oils.....              | 1       |
| Manufactures.....                          | 1       |
| All other merchandise.....                 | 5       |
| All other agricultural products.....       | 3       |
| All other articles not included above..... | 9       |
| Total.....                                 | 3       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 1        | .....   | 1      |
| Employees ..... | .....    | 1       | 1      |
| Total.....      | 1        | 1       | 2      |

Average number of persons employed (including officials) during year... 183  
 Average amount of salaries and wages paid them..... \$73,080 68

## Officers of the Company.

| Name.               | Title.               | Official Address.                |
|---------------------|----------------------|----------------------------------|
| SMITH M. WEED ..... | President .....      | Plattsburgh, N. Y.               |
| A. WILLIAMS .....   | Treasurer.....       | Plattsburgh, N. Y.               |
| H. M. OLMSTEAD..... | Secretary.....       | 21 Cortlandt street, N. Y. city. |
| A. L. INMAN.....    | General Manager..... | Plattsburgh, N. Y.               |
| EDWARD HALL.....    | Chief Engineer.....  | Lyon Mountain.                   |
| M. L. FRENCH.....   | Superintendent.....  | Plattsburgh, N. Y.               |

## Directors of the Company.

| Name.              | Residence.         |
|--------------------|--------------------|
| SMITH M. WEED..... | Plattsburgh, N. Y. |
| A. WILLIAMS.....   | Plattsburgh, N. Y. |
| A. L. INMAN.....   | Plattsburgh, N. Y. |

Title of company, Chateaugay Railroad Company.

General offices at Plattsburgh, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, May 1.

For information concerning this report, address M. L. French, Superintendent.

## CHAUTAUQUA LAKE.

W. E. GRIGGS, RECEIVER.

(Date of consolidation, September 27, 1886.)

The property of the Chautauqua Lake Railway Company was, under an order issued by the Supreme Court of Chautauqua county, State of New York, on the 23d day of July, 1890, passed to the care of W. E. Griggs, as receiver. Said receiver filed his oath and his bond, duly approved by a justice of such court in all respects as required by said order, on July 25, 1890, and took possession of said property. This report is made to cover the period of said receivership, July 25, 1890, to June 30, 1891, inclusive.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

See statement of company in Report of 1889.

## \*FUNDED DEBT.

| DESCRIPTION OF DEBT. | Term, years. | Date.         | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|---------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |               | Rate.     | When payable. |                    |                     |                                      |
| 1st mortgage.....    | .....        | Oct. 14, 1890 | 6         | Jan. and July | \$35,000           | \$33,000            | \$33,000                             |
|                      | .....        | Apr. 22, 1891 | 6         | Jan. and July | 8,500              | 8,500               | 8,500                                |
| 2d mortgage.....     | .....        | .....         | .....     | .....         | \$43,500           | \$41,500            | \$41,500                             |

\*See, also, statement of company in Report of 1889.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.   |  | Additions or betterments made by receiver during period ending June 30, 1891. |
|---|--|---|
|   |  |   |
| Grading, masonry, ballast, bridges, superstructure (including ties) and rails ..... |  | \$2,171 23  |
| Land and land damages .....   |  | 2,362 00  |
| Passenger and freight stations .....  |  | 506 67  |
| Sidings and yard extensions .....   |  | 71 96   |
| Total expenditures by receiver on road .....  |  | \$5,110 96  |
| EQUIPMENT.  |  |   |
| Locomotives, passenger, mail, baggage, express, freight and other cars ..           |  | 26,226 44   |
| Grand total expenditures by receiver on road and equipment .....                    |  | \$31,337 40   |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| Crane and ties purchased; cost of labor and other expenses for raising grade of track in Jamestown yard and through seven-eighths mile of swamp approach; also for the cost of building protections to curves and other like permanent improvements to roadbed and track, as per instructions by order of court ..... | \$2,171 23  |
| Paid for right of way, by order of court .....  | 2,362 00    |
| New siding to plant of Jamestown city electric-light power-house .....  | 71 06       |
| New passenger station, freight depot and baggage-room at Chautauqua, Purchase of three locomotives, two passenger cars, two combination passenger and baggage cars, five passenger excursion cars, three box cars, two flat cars, and expense of repairing and getting same on road .....                             | 26,226 44   |
|   | \$31,337 40 |

## Income Account for Eleven Months Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....  | \$32,573 67 |
| Less operating expenses (excluding all taxes) .....  | 31,271 24   |
| Gross income from all sources .....  | \$1,302 43  |
| <i>Deductions from income, as follows, viz:</i>  |             |
| Interest on receiver's certificates .....  | \$1,321 32  |
| Rentals .....  | 4,066 68    |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes ..... | 2,068 41    |
|  | 7,456 36    |
| Deficit for eleven months ending June 30, 1891 .....   | \$6,154 73  |

## DETAILED STATEMENT OF RENTALS.

|   |            |
|---|------------|
| Amount paid for rental of two locomotives and three passenger cars during July, August, September and October, 1890 ..... | \$4,066 68 |
|---|------------|

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.  | Freight.    | Total.      |
|----------------------------|-------------|-------------|-------------|
| Freight, through .....     | \$13,570 38 |             |             |
| Freight, local .....       | 2,547 60    | \$16,117 96 | \$19        |
| Passengers, through .....  | \$3,645 51  |             | 14          |
| Passengers, local .....    | 11,272 01   | \$14,917 52 |             |
| Mail .....                 | 898 59      |             |             |
| Express .....              | 489 86      |             | 4           |
| Miscellaneous .....        |             | 143 92      | 1           |
| Total gross earnings ..... | \$16,306 97 | \$16,266 90 | \$32,573 87 |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

## OPERATING EXPENSES.

|   | Passenger.  | Freight.    | Total.      |
|---|-------------|-------------|-------------|
| <i>Maintenance of way and structures :</i>                      |             |             |             |
| Repairs of track .....  | \$2,657 47  | \$2,625 76  | \$5,283 23  |
| Steel rails laid .....  | 50 30       | 49 70       | 100 00      |
| Repairs of bridges (including culverts and cattle-guards) ..... | 104 99      | 103 74      | 208 73      |
| Repairs of stations, shops, docks, etc .....                    | 80 78       | 79 76       | 160 49      |
| Repairs of fences .....   | 24 10       | 23 81       | 47 91       |
| Other expenses for maintenance of way and structures .....      | 21 50       | 21 25       | 42 75       |
| Total .....   | \$2,939 09  | \$2,904 02  | \$5,843 11  |
| <i>Maintenance of equipment :</i>                               |             |             |             |
| Repairs of locomotives .....                                    | \$448 31    | \$442 96    | \$891 27    |
| Repairs of cars .....   | 420 22      | 225 76      | 645 98      |
| Total .....   | \$868 53    | \$668 72    | \$1,537 25  |
| <i>Conducting transportation :</i>                              |             |             |             |
| Wages of conductors and men .....                               | \$1,762 07  | \$1,741 06  | \$3,503 13  |
| Wages of engineers and firemen .....                            | 1,666 08    | 1,646 21    | 3,312 29    |
| Fuel for locomotives .....                                      | 1,556 96    | 1,538 88    | 3,095 83    |
| Oil and waste .....   | 106 61      | 106 84      | 213 95      |
| Water supply .....  | 82 49       | 81 51       | 164 00      |
| Other train supplies or expenses .....                          | 129 49      | 127 97      | 257 46      |
| Wages of station agents and clerks .....                        | 2,543 77    | 2,513 44    | 5,057 21    |
| Station supplies .....  | 66 14       | 65 85       | 131 49      |
| Wages of watchmen, flagmen and switchmen .....                  | 558 73      | 552 07      | 1,110 80    |
| Other expenses for conducting transportation .....              | 51 98       | 80 46       | 132 88      |
| Total .....   | \$8,524 81  | \$8,451 73  | \$16,976 04 |
| <i>General expenses :</i>                                       |             |             |             |
| Salaries of general officers and clerks .....                   | \$1,377 97  | \$1,361 54  | \$2,739 51  |
| General office expenses and supplies .....                      | 103 76      | 102 53      | 206 28      |
| Stationery and printing .....                                   | 308 65      | 304 97      | 613 62      |
| Outside agencies and advertising .....                          | 944 26      | .....       | 944 26      |
| Loss and damage of freight and baggage .....                    | .....       | 74 26       | 74 26       |
| Telegraph maintenance and operation .....                       | 798 52      | 789 00      | 1,587 52    |
| Mileage of cars of other companies (debit balance) .....        | 15 90       | 718 49      | 734 39      |
| Other general expenses .....                                    | .....       | 15 00       | 15 00       |
| Total .....   | \$3,549 06  | \$3,965 79  | \$6,914 84  |
| Grand total operating expenses .....                            | \$15,890 98 | \$15,890 26 | \$31,271 24 |

## Receiver's General Balance Sheet June 30, 1891.

## ASSETS.

|  |            |             |
|--|------------|-------------|
| Cost of road .....                                       |            | \$5,110 96  |
| Cost of equipment .....                                  |            | 26,226 44   |
| <i>Current assets, as follows, viz.:</i>                 |            |             |
| on hand .....  | \$6,670 85 |             |
| by agents .....  | 2,163 47   |             |
| on accounts .....  | 3,239 50   |             |
| on bills and supplies .....                              | 1,039 64   |             |
| on account C. L. Ry. Co. over receipts from assets ..... | 3,002 58   |             |
|  |            | 15,116 04   |
| and loss (deficiency) .....                              |            | 6,164 73    |
|  |            | \$52,608 17 |

## LIABILITIES.

|   |             |
|---|-------------|
| Receiver's certificates .....                 | \$41,500 00 |
| <i>Current liabilities, as follows, viz.:</i> |             |
| Audited vouchers and pay-rolls .....          | 6,321 80    |
| Open accounts .....                           | 4,786 37    |
|   | <hr/>       |
|   | \$52,608 17 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through. | Local.  | Total.  |
|---|----------|---------|---------|
| Number of passengers carried .....          | 5,381    | 43,892  | 49,273  |
| Number of passengers carried one mile ....  | 127,640  | 582,617 | 710,257 |
| Number of tons of freight carried .....     | 19,720   | 21,638  | 41,358  |
| Number of tons of freight carried one mile. | 411,133  | 211,021 | 622,154 |
| Passenger train mileage .....               |          |         | 38,499  |
| Freight train mileage .....                 |          |         | 17,313  |
| All other train mileage .....               |          |         | 3,153   |
| Total train mileage .....                   |          |         | 58,964  |

| ITEM.  | Earnings.   | Expenses.   | Profit.  |
|--|-------------|-------------|----------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$16,305 97 | \$15,880 98 | \$424 99 |
| Average per passenger carried .....  | 3312        | 3226        | 0086     |
| Average per passenger per mile .....   | 0229        | 0223        | 0006     |
| Average per passenger train per mile .....   | 4235        | 4125        | 0111     |
| Freight earnings and expenses (including miscellaneous earnings) .....               | 16,266 90   | 15,390 26   | 876 64   |
| Average per ton of freight carried .....   | 3333        | 3721        | 0212     |
| Average per ton of freight per mile .....  | 0261        | 0247        | 0014     |
| Average per freight train per mile .....   | 939         | 889         | 05       |

| ITEM.  | Through.    | Local.      | Through and local. |
|--|-------------|-------------|--------------------|
| Computed on earnings from carrying passengers and freight only.                |             |             |                    |
| Average rate received per mile for carrying passengers, all classes .....      | Cents. 2.85 | Cents. 1.93 | Cents. 2.1         |
| Average rate received per mile per ton for carrying freight, all classes ..... | 3.3         | 1.21        | 2.69               |

## Description of Road and Equipment.

## TRACK.

Miles owned, all in N. Y. State.

|   |       |
|---|-------|
| Main line, single track .....                     | 23.85 |
| Sidings and turnouts on main line .....           | 2.26  |
| Grand total of tracks, sidings and turnouts ..... | <hr/> |
| Laid with steel rail, main line .....             | 2.    |
| Laid with steel rail, sidings .....               |       |
| Laid with iron rail, main line .....              | 1     |
| Laid with iron rail, sidings .....                | 1     |

Average life of ties, 4 years; weight of rails per yard—steel, 60 lbs., iron, 50 1 gauge of track, 4 feet 8 1/2 inches; ballasted with gravel.

## CHAUTAUQUA LAKE.

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## Description of Road and Equipment—(Continued).

| BRIDGES.              | ALL IN NEW YORK STATE. |                     |
|-----------------------|------------------------|---------------------|
|                       | Number.                | Aggregate length.   |
| Wooden bridges .....  | 1                      | <i>Feet.</i><br>107 |
| Wooden trestles ..... | 18                     | 1,094               |
| Total .....           | 19                     | 1,201               |

| EQUIPMENT.                       | No. owned. | Average cost of each. | No. equipped with patent brake. | No. equipped with patent coupler. |
|----------------------------------|------------|-----------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....     | 3          | \$3,000               | 3                               | .....                             |
| First-class passenger cars ..... | 2          | \$2,500               | 2                               | 2                                 |
| Excursion cars .....             | 5          | 1,500                 | 2                               | 5                                 |
| Baggage and passenger cars ..... | 2          | 2,500                 | 2                               | 2                                 |
| Total .....                      | 9          | .....                 | 6                               | 9                                 |
| Box freight cars .....           | 3          | \$450                 | .....                           | .....                             |
| Flat freight cars .....          | 2          | 225                   | .....                           | .....                             |
| Total .....                      | 5          | .....                 | .....                           | .....                             |

Westinghouse air brake and Miller platform coupler on passenger cars.

Two stub switches on the road, the remainder split. All switches from the main track are equipped with the Odell automatic patent attachment.

## Miscellaneous Statistics.

| ITEM.  | Entire line<br>in N. Y. State. |
|--|--------------------------------|
| Railroad crossing road at grade .....                | 1                              |
| Highway crossings at grade without protection .....  | 14                             |
| Highway crossing at grade protected by flagman ..... | 1                              |

Passenger cars are heated by stoves, lighted by kerosene oil lamps, and ventilated by ordinary means.

American Express Company runs over this road. Rates: 1½ times first-class local freight rates on regular business and first-class on special rate business.

The Empire line, Red Line Transit Company and Merchants' Despatch Transportation Company operate on this road on percentage arrangements. No preference.

The government pays \$1,200.34 per annum for transportation of mails, subject to fines and deductions for cause.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour .....  | 78       | .2        |
| Grain .....  | 1,060    | 2.58      |
| Meats and provisions .....   | 312      | .75       |
| stock .....  | 58       | .14       |
| beer .....   | 3,179    | 7.88      |
| and coke .....   | 7,014    | 17.06     |
| s. sand, etc. ....   | 837      | 2.02      |
| ments of manufactured goods received by railroad com-<br>ees within this State from manufactories within this State. | 2,495    | 6.08      |
| er manufactures .....  | 2,026    | 4.91      |
| ther merchandise .....   | 23,865   | 57.60     |
| r agricultural products .....  | 436      | 1.06      |
| Total .....  | 41,358   | 100       |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 55  
 Aggregate amount of salaries and wages paid them during year ..... \$25,479 51

## Officers.

| Name.             | Title.                    | Official Address. |
|-------------------|---------------------------|-------------------|
| W. E. GRIGGS..... | Receiver and Manager..... | Jamestown, N. Y.  |
| F. S. JONES.....  | Superintendent .....      | Jamestown, N. Y.  |

Title of company, Chautauqua Lake Railway.

General offices at Jamestown, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address W. E. Griggs, Receiver and Manager.

## CHERRY VALLEY, SHARON AND ALBANY.

## LESSOR.

LESSEE—ALBANY AND SUSQUEHANNA.

OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 10, 1860.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                   | COMMON.        |                  |
|-----------------------------------|----------------|------------------|
|                                   | No. of shares. | Total par value. |
| Authorized by law or charter..... | 10,000         | \$500,000        |
| Total now outstanding.....        | 5,782          | 289,100          |

Number of stockholders..... 9

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.         | Term, years. | INTEREST.     |                  | Amount authorized. | Amount outstanding. |
|----------------------|---------------|--------------|---------------|------------------|--------------------|---------------------|
|                      |               |              | Rate.         | When payable.    |                    |                     |
| First mortgage ..... | June 15, 1863 | 30           | $\frac{7}{8}$ | June 15, Dec. 15 | \$300,000          | 1..                 |

## \* Cost of Road.

Total cost of road up to June 30, 1891 ..... { 589.1

\* Details of cost not known to present owners.

† Credit: Deduction of amount in former reports to the credit of "open ac-  
 \$1,100, less four shares of stock not heretofore entered in these reports, \$200.



**Income Account for Year Ending June 30, 1891.**

|   |                   |
|---|-------------------|
| <i>Gross income from all sources, as follows, viz.:</i> |                   |
| Lease of the road.....                                  | \$11,250 64       |
| <i>Deductions from income, as follows, viz.:</i>        |                   |
| Interest on funded debt due and accrued.....            | 21,000 00         |
| Deficit for year ending June 30, 1891.....              | <u>\$9,749 36</u> |

**General Income Account.**

|  |                    |
|--|--------------------|
| Deficit for year ending June 30, 1891..... | \$9,749 36         |
| Deficit up to June 30, 1890.....           | 74,883 63          |
| Total deficit June 30, 1891.....           | <u>\$84,132 99</u> |

**General Balance Sheet June 30, 1891.**

| <b>ASSETS.</b>                                |                     |
|---|---------------------|
| Cost of road.....                             | \$589,100 00        |
| Profit and loss (deficiency).....             | 84,132 99           |
|   | <u>\$673,232 99</u> |
| <b>LIABILITIES.</b>                           |                     |
| Capital stock.....                            | \$289,100 00        |
| Funded debt.....                              | 300,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Delaware and Hudson Canal Company.....        | 84,132 99           |
|   | <u>\$673,232 99</u> |

**\* Officers of the Company.**

| <i>Name.</i>         | <i>Title.</i>  | <i>Official Address.</i> |
|----------------------|----------------|--------------------------|
| JAMES C. HARTT ..... | Treasurer..... | New York city.           |

**Directors of the Company.**

| <i>Name.</i>           | <i>Residence.</i>    |
|------------------------|----------------------|
| JAMES YOUNG.....       | Cherry Valley, N. Y. |
| BODMAN G. MOULTON..... | Brooklyn, N. Y.      |
| JAMES C. HARTT.....    | New York city.       |

Title of company, Cherry Valley, Sharon and Albany Railroad Company.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address E. A. Henry, Auditor.

**CLOVE BRANCH.**

(Date of charter, November 21, 1868.)

For history of organization, etc., see Report of 1865.

**Capital Stock.**

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for cash and now outstanding..... | 3,000          | \$150,000        | \$150,000                            |
| Number of stockholders.....  |                |                  | 37                                   |

\* The offices of president and secretary are vacant.

## Cost of Road and Equipment.

|   |                     |
|---|---------------------|
| Total cost of road, to June 30, 1891 .....      | \$150,000 00        |
| Total cost of equipment, to June 30, 1891 ..... | 39,269 84           |
| Grand total cost of road and equipment .....    | <u>\$189,269 84</u> |

## Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation .....                 | \$9,730 28        |
| Less operating expenses (excluding all taxes) ..... | 8,392 50          |
| Net earnings from operation .....                   | <u>\$1,337 78</u> |
| Income from other sources, as follows, viz.:        |                   |
| Rent .....  | 96 34             |
| Gross income from all sources .....                 | <u>\$1,434 07</u> |
| Deductions from income, as follows, viz.:           |                   |
| Taxes on property used in operation of road .....   | \$333 32          |
| Taxes on earnings and capital stock .....           | 59 82             |
|   | <u>393 14</u>     |
| Surplus for year ending June 30, 1891 .....         | <u>\$1,030 93</u> |

## General Income Account.

|   |                    |
|---|--------------------|
| Surplus for year ending June 30, 1891 ..... | \$1,030 93         |
| Surplus up to June 30, 1890 .....           | 41,406 79          |
|   | <u>\$42,437 72</u> |
| Less charges to profit and loss .....       | 150 56             |
| Total surplus June 30, 1891 .....           | <u>\$42,287 16</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.      | Freight.          | Total.            |
|----------------------------------|-----------------|-------------------|-------------------|
| Freight, all local .....         |                 | \$8,190 12        | \$8,190 12        |
| Passengers, all local .....      | \$192 95        |                   | 192 95            |
| Mail .....                       | 346 28          |                   | 346 28            |
| Miscellaneous, as follows, viz.: |                 |                   |                   |
| Car service .....                |                 | 990 88            | 990 88            |
| Total gross earnings .....       | <u>\$639 23</u> | <u>\$9,181 00</u> | <u>\$9,720 23</u> |

## OPERATING EXPENSES.

|   |                 |                   |                   |
|---|-----------------|-------------------|-------------------|
| Maintenance of way and structures:                              |                 |                   |                   |
| Repairs of track and roadbed .....                              | \$98 74         | \$1,876 28        | \$1,974 97        |
| Repairs of bridges (including culverts and cattle guards) ..... | 2 43            | 46 20             | 48 63             |
| Repairs of stations, shops, docks, etc. ....                    | 2 36            | 44 92             | 47 28             |
| Repairs of fences .....   | 3 58            | 68 19             | 71 77             |
| Total .....   | <u>\$107 11</u> | <u>\$2,035 54</u> | <u>\$2,142 65</u> |
| Maintenance and equipment:                                      |                 |                   |                   |
| Repairs of locomotives .....                                    | \$10 66         | \$202 52          | \$213 18          |
| Repairs of cars .....   | 48 09           | 818 83            | 866 92            |
| Other expenses for maintenance of equipment .....               | 13 92           | 264 53            | 278 45            |
| Total .....   | <u>\$67 67</u>  | <u>\$1,285 88</u> | <u>\$1,353 55</u> |
| Conducting transportation:                                      |                 |                   |                   |
| Wages of conductors and men .....                               | \$44 38         | \$843 17          | \$887 55          |
| Wages of engineers and firemen .....                            | 52 81           | 1,003 44          | 1,056 25          |
| Fuel for locomotives .....                                      | 40 89           | 773 09            | 813 98            |
| Oil and waste .....   | 1 73            | 32 99             | 34 72             |
| Other train supplies or expenses .....                          | 7               | 1 36              | 8 36              |
| Wages of station agents and clerks .....                        | 30 00           | 570 00            | 600 00            |
| Station supplies .....  | 1 17            | 22 38             | 23 55             |
| Other expenses for conducting transportation .....              | 2 95            | 55 98             | 58 93             |
| Total .....   | <u>\$173 80</u> | <u>\$3,302 36</u> | <u>\$3,476 16</u> |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger | Freight.   | Total.      |
|--|-----------|------------|-------------|
| <i>General expenses:</i>                     |           |            |             |
| Salaries of general officers and clerks..... | \$62 00   | \$1,178 00 | \$1,240 00  |
| Stationery and printing.....                 | 2 17      | 41 38      | 43 55       |
| Insurance.....                               | 1 60      | 30 40      | 32 00       |
| Loss and damage of freight and baggage.....  | 8         | 1 63       | 1 71        |
| Telegraph operation.....                     | 3 00      | 57 00      | 60 00       |
| Other general expenses.....                  | 2 15      | 40 78      | 42 93       |
| Total .....                                  | \$71 00   | \$1,349 14 | \$1,420 14  |
| Grand total operating expenses.....          | \$419 58  | \$7,972 92 | \$8,392 50. |

## General Balance Sheet June 30, 1891.

| ASSETS.  |            |                     |
|--|------------|---------------------|
| Cost of road.....                              |            | \$150,000 00        |
| Cost of equipment.....                         |            | 39,259 84           |
| Other permanent investments, as follows, viz.: |            |                     |
| Real estate .....                              |            | 1,495 29            |
| Current assets, as follows, viz.:              |            |                     |
| Cash on hand .....                             | \$1,182 66 |                     |
| Due by agents .....                            | 250 99     |                     |
| Open accounts .....                            | 906 71     |                     |
|  |            | 2,340 36            |
|  |            | <u>\$193,095 49</u> |
| LIABILITIES.                                   |            |                     |
| Capital stock.....                             |            | \$150,000 00        |
| Current liabilities, as follows, viz.:         |            |                     |
| Audited vouchers and pay-rolls.....            | \$385 40   |                     |
| Open accounts.....                             | 422 98     |                     |
|  |            | 808 38              |
| Profit and loss (surplus) .....                |            | 42,287 16           |
|  |            | <u>\$193,095 49</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local. |
|---|------------|
| Number of passengers carried.....               | 3,028      |
| Number of passengers carried one mile .....     | 9,350      |
| Number of tons of freight carried .....         | 29,321     |
| Number of tons of freight carried one mile..... | 124,614    |
| Total train mileage, mixed .....                | 2,688      |

| ITEM.   | Earnings. | Expenses. | Profit.  |
|---|-----------|-----------|----------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$539 23  | \$419 58  | \$119 65 |
| Average per passenger carried .....   | 18        | 14        | 04       |
| Average per passenger per mile .....  | 05        | 04        | 01       |
| Average per passenger train per mile.....   | 40        | 31        | 09       |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 9,181 00  | 7,972 92  | 1,208 08 |
| Average per ton of freight carried.....   | 31        | 27        | 04       |
| Average per ton of freight per mile.....  | 07        | 06        | 01       |
| Average per freight train per mile.....   | 6 76      | 5 93      | 83       |

| ITEM.  | All local.<br>Cents. |
|--|----------------------|
| Computed on earnings from carrying passengers and freight only.                |                      |
| Average rate received per mile for carrying passengers, all classes .....      | 2.06                 |
| Average rate received per mile per ton for carrying freight, all classes ..... | 6.87                 |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in New York State. | Miles operated, all in New York State. | Total miles, all in New York State. |
|--|-------------------------------------|--|-------------------------------------|
| Main line from Clove Branch Junction, to Sylvan Lake, single track ..... | 4.25                                | .....                                  | 4.25                                |
| Branches or other roads laid, single track, .....                        | .....                               | 4.01                                   | 4.01                                |
| Total single track .....   | 4.25                                | 4.01                                   | 8.26                                |
| Sidings and turnouts on main line .....                                  | 1.43                                | .....                                  | 1.43                                |
| Sidings and turnouts on branches or other roads .....                    | .....                               | .91                                    | .91                                 |
| Total sidings and turnouts .....   | 1.43                                | .91                                    | 2.34                                |
| Grand total of tracks, sidings and turnouts .....                        | 5.68                                | 4.92                                   | 10.60                               |
| Laid with iron rail, main line .....                                     | 4.25                                | .....                                  | 4.25                                |
| Laid with iron rail, branches or other roads .....                       | .....                               | 4.01                                   | 4.01                                |

Average life of rails—iron, 25 years; average life of ties, 8 years; weight of rails per yard—iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.             | From             | To                | Entire length in N. Y. State. | Owned, leased or operated. | Miles of sidings. | Miles laid with iron rail. |
|-------------------------------------|------------------|-------------------|-------------------------------|----------------------------|-------------------|----------------------------|
| New York, Boston & Montreal Ry..... | Sylvan Lake..... | Clove Valley..... | 4.01                          | Operat'd.                  | .91               | 4.92                       |

## EQUIPMENT.

|   | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each, in years. |
|---|------------|-----------------------|--------------------------------|---------------------------------|
| Locomotives, 4 drivers .....                    | 1          | \$8,090               | 75,000                         | 20                              |
| Combination baggage, mail and express car ..... | 1          | \$1,200               | 32,000                         | 20                              |
| Box freight cars .....                          | 4          | \$400                 | 18,000                         | 15                              |
| Coal freight cars .....                         | 46         | 350                   | 17,000                         | 10                              |
| Total .....                                     | 50         | .....                 | .....                          | ...                             |

The ordinary freight brake and link and pin coupler are in use on cars.  
Stub or open switches are used exclusively on road.

## Miscellaneous Statistics.

| ITEM.  | Entire li:<br>N. Y. St. |
|--|-------------------------|
| Cost of real estate now held by company, exclusive of that used in operation ..... | \$1.44                  |
| Total assessed value of real estate and personal property of company ...           | 15.8                    |
| Highway crossings at grade without protection .....                                |                         |

Passenger cars are heated by coal stoves, lighted with mineral seal oil (300 degrees test), and ventilated by the Creamer ventilator.

The railroad company receives \$42.75 per mile per year for carrying the mails, in accordance with the rates fixed by the government.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 22       | .1        |
| Grain.....   | 153      | .5        |
| Meats and provisions.....  | 9        | .1        |
| Lumber.....  | 218      | .7        |
| Pig and bar iron and steel.....  | 7        | .1        |
| Iron or other ores.....  | 25,258   | 86.1      |
| Coal and coke.....   | 2,699    | 9.1       |
| Petroleum and other oils.....  | 16       | .1        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 4        | .....     |
| All other manufactures.....  | 434      | 1.5       |
| All other merchandise.....   | 88       | .3        |
| All other agricultural products.....   | 360      | 1.2       |
| All other articles not included above.....   | 53       | .2        |
| Total.....   | 29,321   | 100       |

## EMPLOYEES.

Average number of persons employed (including officials) during year..... 11  
 Aggregate amount of salaries and wages paid them during year..... \$5,561 43

## Officers of the Company.

| Name.                 | Title.   | Official Address. |
|-----------------------|--|-------------------|
| JNO. S. SCHULTZE..... | President and Treasurer.....   | Matteawan, N. Y.  |
| W. A. WELLS.....      | Secretary and General Accountant.....                                | Matteawan, N. Y.  |
| C. L. KIMBALL.....    | Superintendent.....  | Matteawan, N. Y.  |
| W. H. MOORE.....      | General Ticket Agent and Auditor of Passenger and Freight Accts..... | Matteawan, N. Y.  |

## Directors of the Company.

| Name.                     | Residence.                |
|---------------------------|---------------------------|
| JNO. S. SCHULTZE.....     | Manchester, N. J.         |
| WM. R. SCHULTZE.....      | Manchester, N. J.         |
| WM. S. ENO.....           | Pine Plains, N. Y.        |
| E. G. COFFIN.....         | Millbrook, N. Y.          |
| ALBERT EMANS.....         | La Grange, N. Y.          |
| GEO. H. BROWN.....        | New York city.            |
| SAMUEL I. WRIGHT.....     | Elizabeth, N. J.          |
| C. L. KIMBALL.....        | Fishkill-on-Hudson, N. Y. |
| GEO. POTTER.....          | Billings, N. Y.           |
| SYLVANUS M. DAVIDSON..... | Fishkill, N. Y.           |
| WM. H. MOORE.....         | Matteawan, N. Y.          |
| NORMAN T. PLASS.....      | Copake Iron Works, N. Y.  |
| W. A. WELLS.....          | Moore's Mills, N. Y.      |

Title of company, Clove Branch Railroad Company.

General offices at Matteawan, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, January.

For information concerning this report, address John S. Schultze, President and Treasurer.

## CONESUS LAKE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, May 10, 1882.)

For history of organization, etc., see Reports of 1885 and 1887.

## Capital Stock.

|  | COMMON.        |                      | Cash realized<br>on amount<br>outstanding. |
|--|----------------|----------------------|--|
|  | No. of shares. | Total.<br>par value. |  |
| Authorized by law or charter .....                             | 400            | \$20,000             | .....                                      |
| Issued on account of construction and now<br>outstanding ..... | 382            | 19,100               | \$8,104 15                                 |

Number of stockholders..... 7

## Cost of Road and Equipment.

| ROAD.   | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Grading, masonry and ballast .....              | \$1,926 63                         |
| Superstructure (including ties) .....           | 1,096 59                           |
| Rails .....                                     | 7,177 50                           |
| Land .....                                      | 1,516 00                           |
| Fences .....                                    | 30 00                              |
| Passenger and freight stations .....            | 495 46                             |
| Shops, machinery and tools .....                | 29 30                              |
| Fuel and water stations .....                   | 53 63                              |
| Engineering expenses .....                      | 30 00                              |
| Discount on stock charged to construction ..... | 10,995 85                          |
| Telegraph line .....                            | 345 71                             |
| Wharfing .....                                  | 150 00                             |
| Total cost of road .....                        | \$23,845 26                        |
| EQUIPMENT.                                      |                                    |
| Locomotives .....                               | 3,182 62                           |
| Grand total cost of road and equipment .....    | \$27,027 88                        |

## General Balance Sheet June 30, 1891.

| ASSETS.                            |             |
|------------------------------------|-------------|
| Cost of road .....                 | \$23,845 26 |
| Cost of equipment .....            | 3,182 62    |
| Profit and loss (deficiency) ..... | 966 08      |
|                                    | \$27,993 96 |
| LIABILITIES.                       |             |
| Capital stock .....                | \$          |
| Advances for betterments .....     | 8.75        |
|                                    | \$27.8      |

## Officers of the Company.

| Name.                  | Title.          | Official Address.        |
|------------------------|-----------------|--------------------------|
| LOVETTE P. WEST .....  | President ..... | Lakeville, N. Y.         |
| A. R. MACDONOUGH ..... | Secretary ..... | P. O. Box, 839, N. Y. C. |
| EDWARD WHITE .....     | Treasurer ..... | P. O. Box, 839, N. Y. C. |

## Directors of the Company.

| Name.                  | Residence.         |
|------------------------|--------------------|
| JOHN KING .....        | New York city.     |
| GEO. W. QUINTARD ..... | New York city.     |
| LOVETIE P. WEST .....  | Lakeville, N. Y.   |
| J. G. McCULLOUGH ..... | New York city.     |
| A. R. MACDONOUGH ..... | New York city.     |
| G. H. LESTER .....     | Lestershire, N. Y. |
| E. B. THOMAS .....     | New York city.     |

Title of company, Conesus Lake Railway Company.

General offices at No. 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Saturday in May.

For information concerning this report, address A. R. Macdonough, Secretary.

## CONNECTING TERMINAL.

(Date of charter, June 7, 1881.)

For history of organization, see Report of 1889.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 400            | \$20,000         | \$20,000                             |

Number of stockholders..... 23

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.       | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|-------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |             |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage....   | May 1, 1883 | 20           | p.c.<br>5 | May & Nov.    | \$500,000          | \$500,000           | \$500,000                            |

## Cost of Road.

Total cost up to June 30, 1891.

|                                 |              |
|---------------------------------|--------------|
| .....                           | \$288,284 34 |
| enger and freight stations..... | 266,432 06   |
| and depot furniture.....        | 1,748 48     |
| cost of road.....               | \$556,464 88 |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| .....                                       | \$121,421 37 |
| erating expenses (excluding all taxes)..... | 56,892 22    |
| income from all sources.....                | \$64,529 15  |

|   |             |                    |
|---|-------------|--------------------|
| <i>Deductions from income, as follows, viz.:</i>              |             |                    |
| Interest on funded debt due and accrued.....                  | \$25,000 00 |                    |
| Taxes on property used in operation of road.....              | 8,466 81    |                    |
| Taxes on earnings and capital stock.....                      | 80 00       |                    |
| Taxes other than above .....                                  | 120 46      |                    |
|   |             | <u>\$33,617 27</u> |
| Net income from all sources .....                             |             | \$30,911 88        |
| <i>Payments from net income, as follows, viz.:</i>            |             |                    |
| Dividends declared, 6 per cent on \$20,000 common stock ..... |             | 1,200 00           |
| Surplus for year ending June 30, 1891.....                    |             | <u>\$29,711 88</u> |

## General Income Account.

|   |                     |
|---|---------------------|
| Surplus for year ending June 30, 1891.....  | \$29,711 88         |
| Surplus up to June 30, 1890.....  | <u>144,590 42</u>   |
|   | \$174,302 30        |
| Depreciation, year ending June 30, 1891.....  | <u>10,000 00</u>    |
|   | \$164,302 30        |
| <i>Interest added, as follows:</i>  |                     |
| On scrip.....   | \$24 72             |
| From E. and W. on interest account; debtor E. and W. Trans. Company, June 30, 1890, to February 28, 1891..... | 8,504 66            |
| February 28, 1891, to June 30, 1891.....  | 1,966 27            |
| Debtor E. and W. Trans. Company, account charged on annual allowance .....                                    | <u>2,500 00</u>     |
|   | 12,995 65           |
| Total surplus June 30, 1891 .....   | <u>\$177,297 95</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                           |                     |
|---------------------------|---------------------|
| Freight, all local.....   | \$118,180 96        |
| Miscellaneous .....       | <u>8,240 39</u>     |
| Total gross earnings..... | <u>\$121,421 37</u> |

## OPERATING EXPENSES.

|   |                    |
|---|--------------------|
| <i>Maintenance of way and structures:</i>         |                    |
| Repairs of stations, shops, docks, etc.....       | <u>\$5,177 68</u>  |
| <i>Conducting transportation:</i>                 |                    |
| Wages of station agents and clerks .....          | \$3,240 00         |
| Wages for labor at stations.....                  | <u>32,049 01</u>   |
| Other expenses for conducting transportation..... | 3,229 33           |
| Total .....                                       | <u>\$38,518 34</u> |
| <i>General expenses:</i>                          |                    |
| Salaries of general officers and clerks.....      | \$3,000 00         |
| Stationery and printing.....                      | 267 97             |
| Loss and damage of freight and baggage .....      | 193 18             |
| Other general expenses.....                       | <u>9,786 05</u>    |
| Total .....                                       | <u>\$13,196 20</u> |
| Grand total operating expenses .....              | <u>\$56,892 22</u> |

## General Balance Sheet June 30, 1891.

|  |                   |
|--|-------------------|
| ASSETS.                                  |                   |
| Cost of road.....                        | \$550,            |
| <i>Current assets, as follows, viz.:</i> |                   |
| Cash on hand .....                       | \$2,004 74        |
| Due by agents .....                      | 4,608 26          |
| Open accounts.....                       | <u>138,886 75</u> |
|  | 145,              |
|  | <u>\$701,41</u>   |



# CONNECTING TERMINAL.

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## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$20,000 00        |
| Funded debt.....                              | 500,000 00         |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Interest on funded debt due and accrued.....  | 4,166 67           |
| Profit and loss (surplus).....                | 177,297 95         |
|   | <hr/> \$701,464 62 |

## Traffic and Mileage Statistics.

### ITEM.

All local.

|   |         |
|---|---------|
| Number of tons of freight carried one mile..... | 268,288 |
|---|---------|

## Description of Road and Equipment.

### TRACK.

Miles owned, all  
in N. Y. State.

|                              |   |
|------------------------------|---|
| Main line, single track..... | 1 |
| Laid with steel rail.....    | 1 |

Weight of rails per yard, steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and cinders.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                      | Tonnage. | Per cent. |
|----------------------------|----------|-----------|
| Flour.....                 | 74,706   | 28.8      |
| Grain.....                 | 211,181  | 65.9      |
| All other merchandise..... | 34,436   | 10.8      |
| Total.....                 | 320,272  | 100       |

## EMPLOYEES.

|  |             |
|--|-------------|
| Average number of persons employed (including officials) during year.... | 58          |
| Aggregate amount of salaries and wages paid them during year.....        | \$35,289 01 |

## Officers of the Company.

| Name.                | Title.                 | Official Address. |
|----------------------|------------------------|-------------------|
| FRANK J. FIETH.....  | President.....         | Philadelphia, Pa. |
| E. T. EVANS.....     | Vice-President.....    | Buffalo, N. Y.    |
| A. D. HEPBURN.....   | Secretary.....         | Philadelphia, Pa. |
| JAMES S. SWARTZ..... | Treasurer.....         | Philadelphia, Pa. |
| JOHN E. PAYNE.....   | Manager.....           | Philadelphia, Pa. |
| F. HOFFMAN.....      | Auditor.....           | Philadelphia, Pa. |
| JOHN A. MILLER.....  | Assistant Auditor..... | Philadelphia, Pa. |
| T. M. MOORE.....     | Superintendent.....    | Buffalo, N. Y.    |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| JAMES C. EVANS.....    | Buffalo, N. Y.    |
| EDWIN T. EVANS.....    | Buffalo, N. Y.    |
| FRANK HOFFMAN.....     | Philadelphia, Pa. |
| JOSEPH D. POTTS.....   | Philadelphia, Pa. |
| HENRY H. HOUSTON.....  | Philadelphia, Pa. |
| GEORGE B. BONNELL..... | Philadelphia, Pa. |
| JOHN E. PAYNE.....     | Philadelphia, Pa. |
| JOHN D. HEPBURN.....   | Philadelphia, Pa. |
| JAMES S. SWARTZ.....   | Philadelphia, Pa. |
| LIAM SHAW, JR.....     | Pittsburgh, Pa.   |
| FRANK J. FIETH.....    | Philadelphia, Pa. |
| L. H. BARNES.....      | Philadelphia, Pa. |
| J. M. POTTS.....       | Wyebooke, Pa.     |

of company, The Connecting Terminal Railroad Company.  
eral offices at Philadelphia, Pa.

of close of fiscal year, February 28.

of stockholders' annual meeting, third Tuesday in May.

Information concerning this report, address A. D. Hepburn Secretary, 234 South  
-street, Philadelphia, Pa.

## COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, April 30, 1888.)

The first steps to build this road were taken in April, 1888. On the thirtieth of April this company was organized under the General Railroad Act of this State for the purpose of building a road from the Hemlocks in the town of Oneonta to the town of Davenport a distance of about one and one-half miles.

On the 30th day of April, 1888, this company entered into a contract with the Cooperstown and Susquehanna Valley Railroad Company, whereby it leased the C. and S. V. R. Co.'s road for ninety-nine (99) years, since which time this company has operated the said road under this and modified leases. February 25, 1891, the West Davenport Railroad Company was organized under the General Railroad Laws of this State to construct a road from West Davenport to Davenport Centre a distance of about three (3) miles.

On the 13th day of April, 1891, the Cooperstown and Charlotte Valley R. R. Co., was consolidated with the West Davenport Railroad Company, forming a new company, by the name of the Cooperstown and Charlotte Valley Railroad Company and on the 15th day of April, 1891, took a lease of the C. and S. V. R. Co., for the term of ninety-nine (99) years under which the latter road is being now operated. By an arrangement between the companies, the books and accounts are to be kept up to June 30, 1891, under the previous leases.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....                 | 450            | \$45,000         | .....                                |
| Issued for actual cash .....                      | 144            | 14,400           | \$14,400                             |
| Cash received for six shares not yet issued. .... | .....          | .....            | 180                                  |
| Total now outstanding .....                       | .....          | .....            | \$14,580                             |

Number of stockholders..... 16

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | Date.         | Term, years. | INTEREST. |               | Amount authorized. |
|---------------------------|---------------|--------------|-----------|---------------|--------------------|
|                           |               |              | Rate.     | When payable. |                    |
| First mortgage bonds..... | Apr. 15, 1891 | 27           | p. c. 5   | May & Nov.    | \$4,500            |

## Cost of Road.

|                                       | Total cost up to June 30, 1 |
|---------------------------------------|-----------------------------|
| Grading, masonry and ballast .....    | \$10.                       |
| Bridges .....                         | 1.54                        |
| Superstructure (including ties) ..... | 62                          |
| Rails .....                           | 7.94                        |
| Land damages .....                    | 2.35                        |
| Fences and telephone .....            | 88                          |
| Passenger and freight stations .....  | 27                          |
| Engineering expenses .....            | 1                           |
| Total cost of road .....              | \$24.1                      |

# COOPERSTOWN AND CHARLOTTE VALLEY.

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## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation.....                  | \$48,987 16 |
| Less operating expenses (excluding all taxes).....  | 31,091 17   |
| Net earnings from operation.....                    | \$17,296 99 |
| <i>Income from other sources, as follows, viz.:</i> |             |
| Rent.....   | 248 19      |
| Gross income from all sources.....                  | \$17,544 18 |
| <i>Deductions from income, as follows, viz.:</i>    |             |
| Interest on funded debt due and accrued.....        | \$8,915 85  |
| Rentals.....  | 1,306 80    |
| Taxes on property used in operation of road.....    | 1,286 42    |
|   | 11,509 07   |
| Surplus for year ending June 30, 1891.....          | \$6,035 11  |

## General Income Account.

|   |            |
|---|------------|
| *Surplus for year ending June 30, 1891..... | \$6,035 11 |
|---|------------|

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|   | Passenger.  | Freight.    | Total.      |
|---|-------------|-------------|-------------|
| Freight, all local.....                 |             | \$26,297 18 | \$26,297 18 |
| Passengers, all local.....              | \$20,277 75 |             | 20,277 75   |
| Mail.....                               | 1,081 80    |             | 1,081 80    |
| Express.....                            | 1,193 67    |             | 1,193 67    |
| <i>Miscellaneous, as follows, viz.:</i> |             |             |             |
| Car service.....                        |             | 186 81      | 186 81      |
| Total gross earnings.....               | \$22,508 22 | \$26,483 94 | \$48,987 16 |

### OPERATING EXPENSES.

|   |            |            |             |
|---|------------|------------|-------------|
| <i>Maintenance of way and structures:</i>                         |            |            |             |
| Repairs of track and roadbed.....                                 | \$6,811 49 | \$3,354 91 | \$10,166 40 |
| Repairs of bridges (including culverts and<br>castle-guards)..... | 1,036 00   | 510 27     | 1,546 27    |
| Repairs of stations, shops, docks, etc.....                       | 1,613 49   | 794 70     | 2,408 19    |
| Repairs of fences.....  | 91 01      | 44 83      | 135 84      |
| Total.....  | \$9,551 99 | \$4,704 71 | \$14,256 70 |

|   |            |          |            |
|---|------------|----------|------------|
| <i>Maintenance of equipment:</i>                      |            |          |            |
| Repairs of locomotives.....                           | \$440 04   | \$216 78 | \$656 77   |
| Repairs of cars.....                                  | 1,167 67   | 270 33   | 1,437 90   |
| Repairs of machinery and tools.....                   | 436 14     | 214 81   | 650 95     |
| Other expenses for maintenance of equip-<br>ment..... | 23 49      | 11 57    | 35 06      |
| Total.....  | \$2,067 24 | \$713 44 | \$2,780 68 |

|  |            |            |             |
|--|------------|------------|-------------|
| <i>Conducting transportation:</i>                |            |            |             |
| Wages of conductors and men.....                 | \$916 77   | \$451 55   | \$1,368 32  |
| Wages of engineers and firemen.....              | 960 26     | 472 97     | 1,433 23    |
| Fuel for locomotives.....                        | 2,866 46   | 1,406 92   | 4,263 38    |
| Oil and waste.....                               | 381 59     | 187 94     | 569 53      |
| Train supply.....                                | 168 00     | 53 20      | 221 20      |
| Train supplies or expenses.....                  | 63 82      | 31 44      | 95 26       |
| Salaries of station agents and clerks.....       | 2,075 83   | 1,022 42   | 3,098 25    |
| Train supplies.....                              | 37 91      | 18 67      | 56 58       |
| Salaries of watchmen, flagmen and switchmen..... | 241 20     | 118 80     | 360 00      |
| Total.....                                       | \$7,641 84 | \$3,763 91 | \$11,405 75 |

Surplus belongs to Cooperstown and Susquehanna Valley Railroad Com-  
pany and is credited to them on the books of the Cooperstown and Charlotte Valley  
Company.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.         | Freight.           | Total.             |
|--|--------------------|--------------------|--------------------|
| <i>General expenses:</i>                     |                    |                    |                    |
| Salaries of general officers and clerks..... | \$33 75            | \$41 25            | \$125 00           |
| General office expenses and supplies.....    | 103 18             | 50 82              | 154 00             |
| Stationery and printing.....                 | 675 29             | 332 61             | 1,007 90           |
| Legal expenses.....                          | 1,042 74           | 513 59             | 1,556 33           |
| Loss and damage of freight and baggage ..    | 13 61              | 6 70               | 20 31              |
| Damage to cattle and property.....           | 27 47              | 13 53              | 41 00              |
| Telegraph maintenance and operation.....     | 150 08             | 73 92              | 224 00             |
| Other general expenses.....                  | 80 06              | 39 44              | 119 50             |
| <b>Total .....</b>                           | <b>\$2,176 18</b>  | <b>\$1,071 95</b>  | <b>\$3,248 04</b>  |
| <b>Grand total operating expenses .....</b>  | <b>\$21,437 25</b> | <b>\$10,253 92</b> | <b>\$31,691 17</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |  |                    |
|---|--|--------------------|
| Cost of road.....                             |  | \$24,177 14        |
| <i>Current assets, as follows, viz.:</i>      |  |                    |
| Cash on hand.....                             |  | 3,990 53           |
| Due by agents.....                            |  | 1,371 99           |
| Open accounts.....                            |  | 156 63             |
|   |  | <b>\$29,696 33</b> |
| LIABILITIES.                                  |  |                    |
| Capital stock.....                            |  | \$14,500 00        |
| <i>Current liabilities, as follows, viz.:</i> |  |                    |
| Open accounts.....                            |  | 9,101 23           |
| Profit and loss (surplus).....                |  | 6,095 11           |
|   |  | <b>\$29,696 33</b> |

## Traffic and Mileage Statistics.

| ITEM.   | All local.    |
|---|---------------|
| Number of passengers carried.....               | 42,733        |
| Number of passengers carried one mile.....      | 556,097       |
| Number of tons of freight carried.....          | 32,395        |
| Number of tons of freight carried one mile..... | 441,600       |
| Passenger train mileage.....                    | 19,718        |
| Mixed train mileage.....                        | 17,494        |
| <b>Total train mileage .....</b>                | <b>37,212</b> |

| ITEM.  | Earnings.   | Expenses.   | Profit.    |
|--|-------------|-------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$22,503 82 | \$21,437 25 | \$1,066 57 |
| Average per passenger carried.....   | 53          | 50          | 03         |
| Average per passenger per mile.....  | 044         | 042         | 002        |
| Average per passenger train per mile.....  | 901         | 859         | 042        |
| Freight earnings and expenses (including miscellaneous earnings).....                | 26,483 94   | 10,253 92   | 16,230 02  |
| Average per ton of freight carried.....  | 818         | 316         | 502        |
| Average per ton of freight per mile.....   | 06          | 023         |            |
| Average per freight train per mile.....  | 2 16        | 837         |            |

## ITEM.

|   |           |
|---|-----------|
| Computed on earnings from carrying passengers and freight only.             | All<br>Ce |
| Average rate received per mile for carrying passengers, first-class.....    |           |
| Average rate received per mile for carrying passengers, second-class....    |           |
| Average rate received per mile for carrying passengers, all classes.....    |           |
| Average rate received per mile per ton for carrying freight, all classes... |           |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in New York State. | Miles leased, all in New York State. | Total miles, all in New York State. |
|--|-------------------------------------|--------------------------------------|-------------------------------------|
| Main line authorized from Cooperstown to Davenport Centre..... | 5.08                                | 19.48                                | 24.56                               |
| Main line laid, single track.....                              | 2.40                                | 19.48                                | 21.88                               |
| Sidings and turnouts on main line .....                        | .52                                 | 2.19                                 | 2.71                                |
| Grand total of tracks, sidings and turnouts .....              | 2.92                                | 21.67                                | 24.59                               |
| Laid with steel rail, main line.....                           | 2.40                                | 19.48                                | 21.88                               |

Average life of rails—steel, 14 years; average life of ties, 6 years; weight of rails per yard, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                     |
|----------------------|--------------------------------|---------------------|
|                      | Number.                        | Aggregate length.   |
| Iron bridges.....    | 2                              | <i>Feet.</i><br>212 |
| Wooden bridges.....  | 3                              | 382.4               |
| Wooden trestles..... | 6                              | 1,943               |
| Total .....          | 11                             | 2,537.4             |

| EQUIPMENT.                           | No. leased. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|-------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....         | 2           | { 102,060<br>124,000 }         | 2                               | .....                             |
| First-class passenger cars .....     | 2           | 38,300                         | 2                               | 2                                 |
| Baggage, mail and express cars ..... | 1           | 29,900                         | 1                               | 1                                 |
| Total .....                          | 3           | .....                          | 3                               | 3                                 |
| Box freight cars .....               | 6           | 22,000                         | {                               | .....                             |
| Flat freight cars .....              | 6           | { 16,800<br>17,600 }           |                                 | .....                             |
| Ice cars .....                       | 5           | 940                            |                                 | .....                             |
| Total .....                          | 17          | .....                          | .....                           | .....                             |

uses vacuum air brake and Miller patent coupler used on passenger cars.  
 ant safety split rail switch on all new switches; others the common two and three  
 switch.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Telegraph owned and operated by company, miles.....          | 23                             |
| Railroads crossing road over or under grade.....             | 1                              |
| Highway crossings at grade without protection.....           | 14                             |
| Highway crossings over or under grade.....                   | 1                              |
| Overhead obstructions less than twenty feet above track..... | 3                              |

Passenger cars are heated by improved car stoves and lighted with improved oil lamps, ventilation through top of cars.

National Express Company runs over this line and pays monthly by the 100 pounds.

The Wagner Palace Car Company runs over this line in the summer season receiving mileage at the rate of one cent per mile.

The United States Government pays for transportation of mails, \$1,031.80 per annum.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.      |
|--|---------------|
| Flour.....   | 1,156         |
| Grain.....   | 4,509         |
| Meats and provisions.....  | 2,364         |
| Live stock.....  | 215           |
| Lumber.....  | 1,755         |
| Pig and bar iron and steel.....  | 370           |
| Coal and coke.....   | 10,736        |
| Petroleum and other oils.....  | 866           |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 3,212         |
| All other manufactures.....  | 630           |
| All other merchandise.....   | 801           |
| All other agricultural products.....   | 3,820         |
| All other articles not included above.....   | 2,462         |
| <b>Total</b> .....   | <b>32,386</b> |

| NUMBER OF ACCIDENTS. | Injured. |
|----------------------|----------|
| Employees.....       | 1        |

## EMPLOYEES.

Average number of persons employed (including officials) during year.... 47

## Officers of the Company.

| Name.              | Title.                          | Official Address.  |
|--------------------|---------------------------------|--------------------|
| D. E. SIVER.....   | President and Treasurer.....    | Cooperstown, N. Y. |
| J. K. LEANING..... | Vice-President.....             | Cooperstown, N. Y. |
| E. M. HARRIS.....  | General Manager.....            | Cooperstown, N. Y. |
| GEORGE BROOKS..... | Secretary and Superintendent..  | Cooperstown, N. Y. |
| R. W. ROUNDY.....  | Gen. Freight and Train Master.. | Cooperstown, N. Y. |

## Directors of the Company.

| Name.                   | Residence.            |
|-------------------------|-----------------------|
| DATUS E. SIVER.....     | Cooperstown, N. Y.    |
| EDWIN M. HARRIS.....    | Cooperstown, N. Y.    |
| JOHN K. LEANING.....    | Cooperstown, N. Y.    |
| GEORGE BROOKS.....      | Cooperstown, N. Y.    |
| J. FRED. RENSTLE.....   | Cooperstown, N. Y.    |
| J. WARREN LAMB.....     | Cooperstown, N. Y.    |
| GEORGE L. GOULD.....    | Cooperstown, N. Y.    |
| EDWIN S. BUNDY.....     | Cooperstown, N. Y.    |
| JAMES W. TUCKER.....    | Cooperstown, N. Y.    |
| THOMAS S. BLODGETT..... | Cooperstown, N. Y.    |
| CHARLES R. BURCH.....   | Cooperstown, N. Y.    |
| GEORGE N. BISSELL.....  | Milford, N. Y.        |
| ROBERT ORR.....         | West Davenport, N. Y. |

Title of company, Cooperstown and Charlotte Valley Railroad Company.

General offices at Cooperstown, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in December.

For information concerning this report, address, George Brooks, Secretary

## COOPERSTOWN AND SUSQUEHANNA VALLEY.

LESSOR.

LESSEE — COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, February 25, 1865.)

For history of organization, etc., see Reports of 1885 and 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON,        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....  | 3,500          | \$350,000           | .....                                      |
| Issued for actual cash.....  | 3,010          | \$301,000           | \$301,000                                  |
| Issued on account of construction.....                                   | 64             | 6,400               | 6,400                                      |
| Cash received on account of thirty-two<br>shares never paid in full..... | .....          | .....               | 1,005                                      |
| Total now outstanding.....   | 3,074          | \$307,400           | \$308,405                                  |

Number of stockholders..... 187

## FUNDED DEBT.

| DESIGNATION<br>OF LIEN. | Date.       | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|-------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |             |              | Rate.     | When<br>payable. |                            |                             |  |
| *First mort. bds.       | May 1, 1888 | 30           | p.c.<br>5 | May & Nov.       | \$200,000                  | \$144,000                   | \$141,360 61                                       |

## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry and ballast .....                   |  | \$261,687 47                       |
| Bridges.....   |  | 26,772 29                          |
| Superstructure (including ties) .....                |  | 147,605 44                         |
| Ballast.....   |  | 10,292 24                          |
| Land.....  |  | 4,889 66                           |
| Land damages.....                                    |  | 17,757 86                          |
| Fences.....  |  | 14,277 35                          |
| Passenger and freight stations .....                 |  | 11,576 28                          |
| Engine, car-houses, shops, machinery and tools ..... |  | 6,085 66                           |
| Signal and water stations .....                      |  | 3,178 94                           |
| Engineering expenses.....                            |  | 15,870 96                          |
| Telephone line.....                                  |  | 1,262 44                           |
| Total cost of road.....                              |  | \$521,226 59                       |

lands sold at par, but on part of the sales a commission of two and one-half per cent was allowed.

## REPORT OF THE RAILROAD COMMISSIONERS.

## EQUIPMENT.

|   |              |
|---|--------------|
| Locomotives .....                               | \$24,856 51  |
| Passenger, mail, baggage and express cars ..... | 10,828 05    |
| Freight and other cars .....                    | 19,156 21    |
| Total cost of equipment.....                    | \$45,881 27  |
| Grand total cost of road and equipment.....     | \$507,107 96 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |              |
|--|--------------|
| Cost of road.....                        | \$521,236 59 |
| Cost of equipment.....                   | 45,881 27    |
| <i>Current assets, as follows, viz.:</i> |              |
| Due by agents .....                      | 1,050 27     |
| Open accounts .....                      | 5,621 03     |
|  | \$573,789 01 |

## LIABILITIES.

|   |              |
|---|--------------|
| Capital stock.....                            | \$308,405 00 |
| Funded debt .....                             | 144,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |              |
| Loans and bills payable .....                 | 37,900 00    |
| Profit and loss (surplus) .....               | 83,584 01    |
|   | \$573,789 01 |

## Officers of the Company.

| Name.                   | Title.                       | Official Address.  |
|-------------------------|------------------------------|--------------------|
| HORACE LATHROP .....    | President .....              | Cooperstown, N. Y. |
| ALBERT LANE .....       | Vice-President .....         | Cooperstown, N. Y. |
| S. J. W. REYNOLDS ..... | Secretary and Treasurer .... | Cooperstown, N. Y. |

## Directors of the Company.

| Name.                   | Residence.         |
|-------------------------|--------------------|
| HORACE LATHROP.....     | Cooperstown, N. Y. |
| SANDS SHUMWAY .....     | Cooperstown, N. Y. |
| ALBERT LANE .....       | Cooperstown, N. Y. |
| W. H. MICHAELS.....     | Cooperstown, N. Y. |
| PETER PARSHALL.....     | Cooperstown, N. Y. |
| ADRIEL MURPHY .....     | Cooperstown, N. Y. |
| ALLEN GALLUP .....      | Cooperstown, N. Y. |
| ORREN BENTON .....      | Cooperstown, N. Y. |
| JOHN WOOD .....         | Cooperstown, N. Y. |
| S. J. W. REYNOLDS ..... | Cooperstown, N. Y. |
| THOS. W. THAYER.....    | Cooperstown, N. Y. |
| FRANCIS HECOX .....     | Oakville, N. Y.    |
| LANCELOT TAYLOR .....   | Fly Creek, N. Y.   |

Title of company, Cooperstown and Susquehanna Valley Railroad Company.

General offices at Cooperstown, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in December.

For information concerning this report, address S. J. W. Reynolds, Secretary and Treasurer.



## CORNING, COWANESQUE AND ANTRIM.

LESSOR.

LESSEE — FALL BROOK COAL COMPANY.

(Date of charter, January 2, 1873.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  |
|--|----------------|------------------|----------------|------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |
| Authorized by law or charter .....       | 30,000         | \$1,500,000      | 10,000         | \$500,000        |
| Issued on account of construction. ....  | 2,000          | \$100,000        | 10,000         | \$500,000        |
| Issued for consolidation .....           | 22,000         | 1,100,000        | .....          | .....            |
| Issued for Cowanesque Valley branch..... | 6,000          | 300,000          | .....          | .....            |
| Total now outstanding.....               | 30,000         | \$1,500,000      | 10,000         | \$500,000        |

Grand total of common and preferred stock now outstanding ..... \$2,000,000  
 Number of stockholders..... 15

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.       | Term. years. | INTEREST.  |               | Amount authorized. | Amount outstanding. |
|----------------------|-------------|--------------|------------|---------------|--------------------|---------------------|
|                      |             |              | Rate.      | When payable. |                    |                     |
| Debenture bonds..... | May 1, 1883 | 15           | P. C.<br>6 | May 1. Nov. 1 | \$1,250,000        | \$1,250,000         |

## Cost of Road.

Total cost of road up to June 30, 1891 ..... \$3,250,000

## Income Account for Year Ending June 30, 1891.

Gross income from all sources, as follows, viz.:

Rental ..... \$150,000

Payments from income, as follows, viz.:

Dividends declared, 12 per cent on \$500,000 preferred stock .... \$60,000

Dividends declared, 6 per cent on \$1,500,000 common stock .... 90,000

150,000

## General Balance Sheet June 30, 1891.

## ASSETS.

of road ..... \$3,250,000 00  
 r permanent investments ..... 13,868 65  
 es ..... 3,269 00  
 \$3,267,137 65

| LIABILITIES.                   |                       |
|--------------------------------|-----------------------|
| Capital stock.....             | \$2,000,000 00        |
| Funded debt.....               | 1,250,000 00          |
| Current liabilities.....       | 4,753 00              |
| Profit and loss (surplus)..... | 12,378 96             |
|                                | <u>\$3,267,137 96</u> |

## Officers of the Company.

| Name.               | Title.                            | Official Address. |
|---------------------|-----------------------------------|-------------------|
| GEO. J. MAGEE.....  | President.....                    | Corning, N. Y.    |
| DANIEL BEACH.....   | Vice-President and Treasurer..... | Corning, N. Y.    |
| L. B. ROBINSON..... | Secretary.....                    | Corning, N. Y.    |

## Directors of the Company.

| Name.                 | Residence.     |
|-----------------------|----------------|
| GEO. J. MAGEE.....    | Watkins, N. Y. |
| DANIEL BEACH.....     | Watkins, N. Y. |
| JOHN LANG.....        | Watkins, N. Y. |
| DANIEL C. HOWELL..... | Bath, N. Y.    |
| A. L. EDWARDS.....    | New York city. |
| HENRY SHEERWOOD.....  | Welleboro, Pa. |
| JOHN MAGEE.....       | Watkins, N. Y. |

Title of company, Corning, Cowanesque and Antrim Railway Company.

General offices at Watkins, N. Y.

Date of close of fiscal year, November 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address Daniel Beach, Treasurer, Corning, N. Y.

## CORNING, COWANESQUE AND ANTRIM.

## LESSEE.

(Date of organization, May 12, 1859.)

Lessee Company organized under special act, Pamphlet Laws State of Pennsylvania, 1859, page 745. Supplement, Pamphlet Laws State of Pennsylvania, 1865, page 910; Laws 1870, page 156, Laws of New York, 1864, chapter 192; Laws 1873, chapter 139.

## Cost of Road.

For statement of cost of road, see lessor report.

## \*Equipment.

|                                     |                       |
|-------------------------------------|-----------------------|
| Locomotives.....                    | \$457,702 98          |
| Passenger cars.....                 | 59,670 00             |
| Mail, baggage and express cars..... | 33,675 00             |
| Freight and other cars.....         | 1,165,029 82          |
| Total cost of equipment.....        | <u>\$1,726,137 70</u> |

## Income Account for Year Ending June 30, 1891.

|  |                     |
|--|---------------------|
| Gross earnings from operation.....   | \$723,285 12        |
| Less operating expenses (excluding all taxes).....   | 530,075 75          |
| Gross income from all sources.....   | <u>\$193,209 37</u> |
| Deductions from income, as follows, viz.:  |                     |
| Rentals.....   | \$150,000 00        |
| Taxes on property used in operation of road, on earnings and capital stock, and all other taxes..... | 9,962 17            |
|  | <u>159,962 17</u>   |
| Surplus for year ending June 30, 1891.....   | <u>\$33,247 20</u>  |

## DETAILED STATEMENT OF RENTALS.

|  |              |
|--|--------------|
| Corning, Cowanesque and Antrim Railway Company rental for year ending June 30, 1891..... | \$150,000 00 |
|--|--------------|

\*Furnished by other parties and used in connection with the operating of the I Creek Railway and the Syracuse, Geneva and Corning Railway, embracing 233 mile road.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                 | Passenger.   | Freight.     | Total.       |
|---------------------------------|--------------|--------------|--------------|
| Freight, through .....          | \$598,610 45 |              |              |
| Freight, local .....            | 40,987 60    |              |              |
|                                 | .....        | \$639,598 05 | \$639,598 05 |
| Passengers, through .....       | \$13,385 67  |              |              |
| Passengers, local .....         | 58,842 40    |              |              |
|                                 | .....        |              |              |
| Mail .....                      | \$72,228 07  |              | 72,228 07    |
| Express .....                   | 6,637 97     |              | 6,637 97     |
| .....                           | 2,921 51     |              | 2,921 51     |
| Miscellaneous, as follows, viz: |              |              |              |
| Morris Run mail .....           | \$85 44      |              |              |
| Union News Company .....        | 108 32       |              |              |
| Extra baggage .....             | 617 99       |              |              |
|                                 | .....        |              |              |
| Switching .....                 | 811 75       |              | 811 75       |
|                                 | .....        | 1,087 77     | 1,087 77     |
| Total gross earnings .....      | \$82,599 30  | \$640,685 82 | \$723,285 12 |

## OPERATING EXPENSES.

|   |             |              |              |
|---|-------------|--------------|--------------|
| Maintenance of way and structures:                              |             |              |              |
| Repairs of track .....  | \$2,763 40  | \$19,710 37  | \$22,473 77  |
| Steel rails laid, 42 tons, cost .....                           | 407 20      | 4,006 76     | 4,413 96     |
| Repairs of roadbed .....  | 6,496 25    | 42,788 35    | 49,284 60    |
| Repairs of bridges (including culverts and cattle-guards) ..... | 1,026 18    | 8,107 32     | 9,133 50     |
| Repairs of flood damages .....                                  | 6,327 50    | 48,062 40    | 54,379 90    |
| Repairs of stations, shops, docks, etc. ....                    | 168 47      | 2,579 11     | 2,747 58     |
| Repairs of fences .....   | 496 11      | 3,589 38     | 4,085 49     |
| Other expenses for maintenance of way and structures .....      |             | 1,375 95     | 1,375 95     |
| Total .....   | \$17,685 11 | \$130,159 64 | \$147,844 75 |

|                                      |            |             |             |
|--------------------------------------|------------|-------------|-------------|
| Maintenance of equipment:            |            |             |             |
| Repairs of locomotives .....         | \$3,981 24 | \$41,616 92 | \$45,598 16 |
| Repairs of cars .....                | 1,742 19   | 11,896 48   | 13,638 67   |
| Repairs of machinery and tools ..... | 297 88     | 1,708 22    | 2,006 10    |
| Total .....                          | \$6,021 31 | \$55,221 62 | \$61,242 93 |

|  |             |              |              |
|--|-------------|--------------|--------------|
| Conducting transportation:                         |             |              |              |
| Wages of conductors and men .....                  | \$5,902 21  | \$38,954 91  | \$44,857 12  |
| Wages of engineers and firemen .....               | 5,870 04    | 43,251 38    | 49,121 42    |
| Fuel for locomotives .....                         | 4,397 82    | 41,981 82    | 46,379 14    |
| Oil and waste .....                                | 423 76      | 3,172 82     | 3,596 08     |
| Water supply .....                                 | 170 65      | 809 15       | 979 80       |
| Other train supplies or expenses .....             | 284 03      | 1,837 84     | 2,121 87     |
| Wages of station agents and clerks .....           | 2,874 64    | 15,244 42    | 18,119 06    |
| Wages for labor at stations .....                  |             | 6,106 64     | 6,106 64     |
| Station supplies .....                             | 204 44      | 867 49       | 1,071 93     |
| Wages of watchmen, flagmen and switchmen .....     | 741 09      | 7,885 65     | 8,626 74     |
| Other expenses for conducting transportation ..... | 65 56       | 255 44       | 321 00       |
| Total .....  | \$20,984 24 | \$180,366 56 | \$181,300 80 |

|   |             |              |              |
|---|-------------|--------------|--------------|
| General expenses:                                   |             |              |              |
| Salaries of general officers and clerks .....       | \$3,687 84  | \$26,793 08  | \$30,480 87  |
| General office expenses and supplies .....          | 229 56      | 4,106 80     | 4,336 36     |
| Stationery and printing .....                       | 402 70      | 2,364 87     | 2,767 57     |
| Freight agencies and advertising .....              | 246 13      | 1,026 78     | 1,272 91     |
| Freight expenses .....                              | 126 48      | 969 20       | 1,095 68     |
| Damage and damage of freight and baggage .....      | 64 91       | 227 58       | 292 49       |
| Damage to cattle and property .....                 | 66 85       | 183 01       | 249 86       |
| Expenses for persons .....                          | 389 27      | 1,117 26     | 1,506 53     |
| Graph maintenance and operation .....               | 615 00      | 4,821 87     | 5,436 87     |
| Damage of cars of other companies (debitance) ..... | 6,197 25    | 83,918 89    | 90,116 14    |
| General expenses .....                              | 150 77      | 2,002 22     | 2,152 99     |
| Total .....   | \$12,156 76 | \$127,530 51 | \$139,687 27 |
| Total operating expenses .....                      | \$56,797 42 | \$473,278 33 | \$530,075 75 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.   | Local.    | Total.     |
|---|------------|-----------|------------|
| Number of passengers carried.....           | 20,006     | 170,062   | 190,068    |
| Number of passengers carried one mile ....  | 596,036    | 2,014,238 | 2,609,268  |
| Number of tons of freight carried.....      | 2,902,668  | 190,129   | 3,092,797  |
| Number of tons of freight carried one mile. | 96,471,727 | 4,139,833 | 99,611,560 |
| Passenger train mileage.....                | .....      | .....     | 116,007    |
| Freight train mileage.....                  | .....      | .....     | 306,834    |
| All other train mileage.....                | .....      | .....     | 114,008    |
| Total train mileage .....                   | .....      | .....     | 596,844    |

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$82,599 30 | \$66,797 42 | \$25,801 88 |
| Average per passenger carried.....   | 4346        | 29984       | 13678       |
| Average per passenger per mile .....   | 63165       | 02176       | 00069       |
| Average per passenger train per mile.....  | 7120        | 4896        | 2224        |
| Freight earnings and expenses (including miscellaneous earnings)                     | 640,685 82  | 473,278 33  | 167,407 49  |
| Average per ton of freight carried.....  | 20715       | 16302       | 05413       |
| Average per ton of freight per mile.....   | 00643       | 00475       | 00168       |
| Average per freight train per mile.....  | 1 74652     | 1 29017     | 45635       |

| ITEM.  | Through.    | Local.       | Through and local. |
|--|-------------|--------------|--------------------|
| Computed on earnings from carrying passengers and freight only.                |             |              |                    |
| Average rate received per mile for carrying passengers, all classes.....       | Cents. 2.25 | Cents. 2.921 | Cents. 2.768       |
| Average rate received per mile per ton for carrying freight, all classes ..... | .627        | .99          | .643               |

## Description of Road and Equipment.

| TRACK.  | MILES, ALL LEASED.     |                |
|---|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. |
| Main line, from Corning, N. Y., to Antrim, Pa., single track..... | 15                     | 53             |
| Branches or other roads, single track .....                       | .....                  | 40.5           |
| Total single track.....   | 15                     | 93.5           |
| Sidings and turnouts on main line.....                            | 17.2                   | .....          |
| Sidings and turnouts on branches or other roads .....             | .....                  | .....          |
| Total sidings and turnouts.....                                   | 17.2                   | .....          |
| Grand total of tracks, sidings and turnouts.....                  | 32.2                   | .....          |
| Laid with steel rail, main line .....                             | 15                     | .....          |
| Laid with steel rail, branches or other roads.....                | .....                  | .....          |
| Laid with iron rail, branches or other roads.....                 | .....                  | .....          |

Weight of rails per yard—steel, maximum, 76 lbs., minimum, 62 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8 1/2 inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD. | From               | To                 | Entire length outside New York State. | Owned or leased. | Miles laid with steel rail. |
|-------------------------|--------------------|--------------------|---------------------------------------|------------------|-----------------------------|
| Fall Brook.....         | Blossburg, Pa..... | Fall Brook, Pa.... | 7.20                                  | Leased.          | 7.20                        |
| Cowanquesque .....      | Lawrence, Pa.....  | Mills, Pa .....    | 33.30                                 | Leased.          | .....                       |

| BRIDGES.             | IN NEW YORK STATE. |                     | ENTIRE LINE. |                       |
|----------------------|--------------------|---------------------|--------------|-----------------------|
|                      | Number.            | Aggregate length.   | Number.      | Aggregate length.     |
| Iron bridges.....    | 19                 | <i>Feet.</i><br>430 | 70           | <i>Feet.</i><br>2,880 |
| Wooden bridges ..... | .....              | .....               | 27           | 1,440                 |
| Wooden trestles..... | .....              | .....               | 31           | 1,716                 |
| Total.....           | 19                 | 430                 | 128          | 6,036                 |

| EQUIPMENT.                           |       | No. all leased. | Maximum weight of each in pounds. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|-------|-----------------|-----------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....         | 23    | 170,000         | 23                                | .....                           | .....                             |
| Locomotives, 6 drivers .....         | 29    | 148,500         | 21                                | .....                           | .....                             |
| Locomotives, 4 drivers .....         | 18    | 128,500         | 13                                | .....                           | .....                             |
| Total.....                           | 65    | .....           | 57                                | .....                           | .....                             |
| First-class passenger cars .....     | 17    | .....           | 17                                | 17                              | .....                             |
| Second-class passenger cars .....    | 8     | .....           | 8                                 | 8                               | 5                                 |
| Baggage, mail and express cars ..... | 8     | .....           | 8                                 | 8                               | 8                                 |
| Total.....                           | 33    | .....           | 33                                | 30                              | .....                             |
| Box freight cars .....               | 289   | .....           | .....                             | 225                             | .....                             |
| Stock freight cars .....             | 25    | .....           | .....                             | 25                              | .....                             |
| Freight cars .....                   | 2,952 | .....           | .....                             | 858                             | .....                             |
| Freight cars .....                   | 10    | .....           | .....                             | .....                           | .....                             |
| Four-wheel cars .....                | 48    | .....           | .....                             | .....                           | .....                             |
| Freight cars .....                   | 37    | .....           | 3                                 | .....                           | .....                             |
| Total.....                           | 3,361 | .....           | 3                                 | 1,108                           | .....                             |

Handhouse brake and Miller coupler on passenger cars; ordinary hand brake and coupler on freight cars. Lorenz improved switches are used on the entire line.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....           | 16              | 53           |
| Length of steel rails laid during year in repairs, miles ..... |                 | 3.25         |
| Railroads crossing road at grade .....                         | 1               | 2            |
| Highway crossings at grade without protection .....            | 10              | 121          |
| Highway crossings at grade protected by gates or flagmen ..... | 1               | 1            |
| Highway crossings over or under grade .....                    |                 | 1            |
| Overhead obstructions less than twenty feet above track .....  |                 | 5            |

Passenger cars are heated by the Martin car heater, lighted by headlight oil lamps and ventilated by appliances in roof of cars.

The American Express Company transacts business on this road, paying first-class rates on all merchandise. Cars are furnished and maintained by the railroad company.

The Red line, Blue line, White line, Nickel-Plate line, Interstate line, Merchants' Despatch Transportation Company, West Shore Hoosac Tunnel line, Southwest Despatch and Commercial Express line, operate over this road. They furnish their own cars at regular mileage rates. No preference given by the railroad company.

Compensation paid by the United States government to this company for carrying mails — on main line, \$3,886.13; Cowanesque branch, \$2,451.49; Fall Brook branch, \$331.31.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage.  | Per cent. |
|---|-----------|-----------|
| Flour .....   | 69,989    | 2.3       |
| Grain .....   | 196,445   | 6.0       |
| Meats and provisions .....  | 12,586    | .4        |
| Live stock .....  | 4,483     | .1        |
| Lumber .....  | 250,402   | 8.1       |
| Pig and bar iron and steel .....  | 60,962    | 2.0       |
| Iron or other ores .....  | 206,517   | 6.7       |
| Coal and coke .....   | 1,948,398 | 63.0      |
| Petroleum and other oils .....  | 22,009    | .7        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 57,906    | 1.9       |
| All other manufactures .....  | 59,550    | 1.9       |
| All other merchandise .....   | 81,990    | 2.6       |
| All other agricultural products .....   | 73,777    | 2.4       |
| All other articles not included above .....   | 57,780    | 1.9       |
| Total .....   | 3,092,797 | 100       |

## NUMBER OF ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 1        | .....   | 1      |
| Employees .....  | 36       | 2       | 38     |
| Others .....     | .....    | 1       | 1      |
| Total .....      | 37       | 3       | 40     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 515  
 Aggregate amount of salaries and wages paid them during year..... \$274,638 79

## Officers of the Lessee Company.

| Name.                   | Title.                                   | Official Address. |
|-------------------------|--|-------------------|
| GEORGE J. MAGEE .....   | President .....                          | Corning, N. Y.    |
| JOHN LANG .....         | First Vice-President and Treasurer ..... | Corning, N. Y.    |
| DANIEL BEACH .....      | Second Vice-President and Counsel .....  | Corning, N. Y.    |
| JOHN H. LANG .....      | Secretary and Assistant Treasurer .....  | Corning, N. Y.    |
| GEO. R. BROWN .....     | General Superintendent .....             | Corning, N. Y.    |
| ROBT. H. CANFIELD ..... | Assistant Superintendent .....           | Corning, N. Y.    |
| E. F. KERSHNER .....    | Traffic Manager .....                    | Corning, N. Y.    |
| JOHN D. LAWTON .....    | Local Freight Agent .....                | Corning, N. Y.    |
| WM. H. NORTHBOP .....   | Passenger Agent .....                    | Corning, N. Y.    |
| WM. NICHOLSON .....     | Auditor .....                            | Corning, N. Y.    |

## Board of Managers of the Lessee Company.

| Name.                | Residence.     |
|----------------------|----------------|
| GEORGE J. MAGEE..... | Watkins, N. Y. |
| D. C. HOWELL.....    | Bath, N. Y.    |
| JOHN LANG.....       | Watkins, N. Y. |
| DANIEL BEACH.....    | Watkins, N. Y. |
| HENRY SHEERWOOD..... | Wellsboro, Pa. |
| A. L. EDWARDS.....   | New York city. |
| JOHN MAGEE.....      | Watkins, N. Y. |

Title of lessee Company, Fall Brook Coal Company.

General offices at Corning, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report, address John Lang, Treasurer.

## DELAWARE AND OTSEGO.

LESSOR.

LESSEE—ULSTER AND DELAWARE.

(Date of charter, May 5, 1897.)

No work has been done toward the construction of this road since about April 1, 1899. The section of road extending from Hobart to Bloomville (both in Delaware county, New York) is now operated by the Ulster and Delaware Railroad Company, under a lease bearing date May 1, 1891. The terms and conditions are as follows:

The lessee company to put the roadbed in condition to be operated, at their own expense, and operate the same with their own equipment, for the term of one year, or until the earnings, after paying expenses of operation, are sufficient to pay the lessee company for the outlay. The operation of the road after one year to be optional with the lessee company.

In consideration of the outlay by the lessee company no rental to be paid the lessor company.

Road was opened for business May 20, 1891.

The earnings and expenses are included in report of the Ulster and Delaware Railroad Company.

## Capital Stock.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....      | 5,000          | \$500,000        | .....                                |
| Issued for actual cash.....            | 680            | \$68,000         | \$68,000                             |
| Issued on account of construction..... | 50             | 5,000            | .....                                |
| Total now outstanding.....             | 730            | \$73,000         | \$68,000                             |

Number of stockholders..... 19

## Cost of Road.

|                                 | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|---------------------------------|--|---|
| ling, masonry and ballast.....  | \$16 78  | \$141,156 56                            |
| ges.....                        | *22 87   | 16,216 79                               |
| structure (including ties)..... | 340 18   | 17,202 46                               |
| .....                           | { 75 00 }  | 62,834 73                               |
|                                 | *248 68  |   |

\*Credit.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road — (Continued).

|  | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|--|--|---|
| Land.....  |  | \$30 50                                 |
| Land damages.....                                  | \$5,626 70   | 26,592 33                               |
| Fences.....  |  | 992 83                                  |
| Passenger and freight stations.....                |  | 170 01                                  |
| Engineering expenses.....                          |  | 8,111 75                                |
| Interest and discount charged to construction..... |  | 8,478 65                                |
| Total cost of road.....                            | \$5,787 11   | \$281,836 61                            |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |         |            |
|---|---------|------------|
| Expenses.....   |         | \$16 78    |
| Taxes and expenses.....                                       |         | 340 13     |
| Inspection of rails.....                                      |         | 75 00      |
| Services rendered and expenses in procuring right of way..... |         | 5,626 70   |
|   |         | \$6,058 66 |
| Less:   |         |            |
| Bridge timber sold.....                                       | \$22 87 |            |
| Steel rails sold.....   | 248 68  |            |
|   |         | 271 55     |
|   |         | \$5,787 11 |

## General Balance Sheet June 30, 1890.

| ASSETS.                                |              |              |
|--|--------------|--------------|
| Cost of road.....                      |              | \$281,836 61 |
| Current assets as follows, viz.:       |              |              |
| Cash on hand.....                      |              | 122 35       |
|  |              | \$281,958 96 |
| LIABILITIES.                           |              |              |
| Capital stock.....                     |              | \$73,000 00  |
| Current liabilities, as follows, viz.: |              |              |
| Audited vouchers.....                  | \$133,200 53 |              |
| Loans and bills payable.....           | 75,758 43    |              |
|  |              | 208,958 96   |
|  |              | \$281,958 96 |

## Officers of the Company.

| Name.                  | Title.                         | Official Address. |
|------------------------|--------------------------------|-------------------|
| SAMUEL W. ANDREWS..... | President.....                 | New York city.    |
| SAMUEL G. DIMMICK..... | Vice-President and Secretary.. | Rondout, N. Y.    |
| R. B. JONES.....       | Treasurer.....                 | Rondout, N. Y.    |
| JAMES H. JONES.....    | General Superintendent.....    | Rondout, N. Y.    |

## Directors of the Company.

| Name.                   | Residence.           |
|-------------------------|----------------------|
| SAMUEL W. ANDREWS.....  | New York city.       |
| CHARLES BRAY.....       | Kingston, N. Y.      |
| G. D. B. HASBROUCK..... | Rondout, N. Y.       |
| SAMUEL G. DIMMICK.....  | Kingston, N. Y.      |
| HENRY C. SOOP.....      | Kingston, N. Y.      |
| WM. B. PETERS.....      | Bloomville, N. Y.    |
| JAMES S. KERR.....      | South Kortright, N.  |
| HENRY DAVIE.....        | Delhi, N. Y.         |
| J. H. THOMPSON.....     | East Meredith, N. Y. |
| M. S. ROBERTS.....      | East Meredith, N. Y. |
| ALBERT MORRIS.....      | Oneonta, N. Y.       |
| GEORGE I. WILBER.....   | Oneonta, N. Y.       |
| A. C. LEWIS.....        | Oneonta, N. Y.       |

Title of company, Delaware and Otsego Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday after first Sunday in Decem-

For information concerning this report, address R. B. Jones, Treasurer.



## DELAWARE, LACKAWANNA AND WESTERN.

## LESSEE.

This report is made by the Delaware, Lackawanna and Western Railroad Company as lessee of the following roads in the State of New York, as to the operations thereof:  
 The Valley Railroad.  
 The New York, Lackawanna and Western Railroad.  
 The Cayuga and Susquehanna Railroad.  
 The Greene Railroad.  
 The Utica, Chenango and Susquehanna Valley Railway.  
 The Oswego and Syracuse Railroad.

## Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Gross earnings from operation .....                            | \$8,169,408 26 |
| Less operating expenses (excluding all taxes) .....            | 4,032,587 51   |
| Gross income from all sources .....                            | \$4,136,815 74 |
| <i>Deductions from income, as follows, viz.:</i>               |                |
| Rental .....   | \$2,141,662 67 |
| Taxes on property used in operation of road .....              | 130,178 27     |
| Taxes on earnings and capital stock .....                      | 32,404 96      |
|  | 2,304,245 89   |
| Surplus for year ending June 30, 1891, assumed by lessee ..... | \$1,832,569 85 |

## DETAILED STATEMENT OF RENTALS.

|  |                |
|--|----------------|
| <i>Valley Railroad:</i>  |                |
| Twelve months' interest on \$750,000 stock at five per cent. ....    | \$37,500 00    |
| Twelve months' interest on \$400,000 bonds at five per cent. ....    | 20,000 00      |
| <i>New York, Lackawanna and Western Railway:</i>                     |                |
| Twelve months' interest on \$10,000,000 stock at five per cent. .... | 500,000 00     |
| Twelve months' interest on \$12,000,000 bonds at six per cent. ....  | 720,000 00     |
| Twelve months' interest on \$5,000,000 bonds at five per cent. ....  | 250,000 00     |
| Twelve months' interest on \$2,000,000 bonds at four per cent. ....  | 110,666 67     |
| <i>Cayuga and Susquehanna Railroad:</i>                              |                |
| Twelve months' rental, paid lessor directly .....                    | 54,600 00      |
| <i>Greene Railroad:</i>  |                |
| Twelve months' interest on \$200,000 stock at six per cent. ....     | 12,000 00      |
| Twelve months' interest on \$200,000 bonds at seven per cent. ....   | 14,000 00      |
| <i>Utica, Chenango and Susquehanna Valley Railway:</i>               |                |
| Twelve months' interest on \$4,000,000 stock at six per cent. ....   | 240,000 00     |
| <i>Oswego and Syracuse Railroad:</i>                                 |                |
| Twelve months' interest on \$1,320,400 stock at nine per cent. ....  | 118,836 00     |
| Twelve months' interest on \$438,000 bonds at seven per cent. ....   | 30,660 00      |
| Twelve months' interest on \$638,000 bonds at five per cent. ....    | 38,400 00      |
| Total amount of rentals deducted from income .....                   | \$2,141,662 67 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                          |                | Passenger.   | Freight.       | Total.         |
|--------------------------|----------------|--------------|----------------|----------------|
| Freight, through .....   | \$6,732,850 51 |              |                |                |
| Freight, local .....     | 411,936 73     |              |                |                |
| Passenger, through ..... | \$306,869 68   |              | \$7,144,287 24 | \$7,144,287 24 |
| Passenger, local .....   | 482,678 53     |              |                |                |
|                          |                | \$789,548 21 |                | 789,548 21     |
|                          |                | 26,216 96    |                | 26,216 96      |
|                          |                | 179,969 00   |                | 179,969 00     |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger.     | Freight.       | Total.         |
|---|----------------|----------------|----------------|
| <i>Miscellaneous, as follows, viz.:</i> |                |                |                |
| Rents.....                              | \$6,759 18     | \$18,274 83    | \$25,034 01    |
| Telegraph.....                          | 258 94         | 700 10         | 959 04         |
| Storage.....                            | 915 04         | 2,473 75       | 3,388 79       |
| Total gross earnings.....               | \$1,003,667 83 | \$7,165,735 92 | \$8,169,403 75 |

## OPERATING EXPENSES.

*Maintenance of way and structures:*

|  |              |              |              |
|--|--------------|--------------|--------------|
| Repairs of track.....  | \$40,732 54  | \$110,128 74 | \$150,861 28 |
| New steel rails laid, 3,697 tons, cost \$103,084 11            |              |              |              |
| Old steel rails laid, 370 tons.....                            | 9,608 88     |              |              |
| Repairs of roadbed.....  | 26,616 64    | 71,963 49    | 98,580 13    |
| Repairs of bridges (including culverts and cattle-guards)..... | 79,486 87    | 214,908 93   | 294,395 80   |
| Repairs of stations, shops, docks, etc.....                    | 10,724 48    | 28,995 80    | 39,720 28    |
| Repairs of fences.....   | 33,061 80    | 89,389 30    | 122,451 10   |
| Other expenses for maintenance of way and structures.....      | 9,076 05     | 24,638 96    | 33,615 01    |
| Total.....   | 27 76        | 75 09        | 102 85       |
| Total.....   | \$199,726 14 | \$540,000 31 | \$739,726 45 |

*Maintenance of equipment:*

|  |              |              |              |
|--|--------------|--------------|--------------|
| Repairs of locomotives.....                      | \$59,995 97  | \$162,211 36 | \$222,207 33 |
| Repairs of cars.....                             | 68,087 50    | 184,088 41   | 252,175 91   |
| Repairs of machinery and tools.....              | 7,018 91     | 18,977 07    | 25,995 98    |
| Other expenses for maintenance of equipment..... | 1,457 46     | 3,940 53     | 5,397 99     |
| Total.....                                       | \$136,559 84 | \$369,217 37 | \$505,777 21 |

*Conducting transportation:*

|   |              |                |                |
|---|--------------|----------------|----------------|
| Wages of conductors and men.....                                  | \$83,100 05  | \$224,677 90   | \$307,777 95   |
| Wages of engineers and firemen.....                               | 94,310 25    | 254,986 96     | 349,297 21     |
| Fuel for locomotives.....   | 159,902 39   | 432,328 69     | 592,231 08     |
| Oil and waste.....  | 6,175 51     | 16,696 76      | 22,872 27      |
| Water supply.....   | 4,624 14     | 12,502 30      | 17,126 44      |
| Other train supplies or expenses.....                             | 24,096 39    | 66,149 45      | 90,245 84      |
| Wages of station agents and clerks and for labor at stations..... | 144,089 48   | 389,575 27     | 533,664 75     |
| Station supplies.....   | 3,903 98     | 10,555 22      | 14,459 20      |
| Wages of watchmen, flagmen and switchmen.....                     | 45,705 02    | 123,572 84     | 169,277 86     |
| Other expenses for conducting transportation.....                 | 895 37       | 2,420 80       | 3,316 17       |
| Total.....  | \$566,802 58 | \$1,532,466 23 | \$2,099,268 81 |

*General expenses:*

|   |              |                |                |
|---|--------------|----------------|----------------|
| Salaries of general officers and clerks.....                                  | \$23,188 06  | \$62,693 69    | \$85,881 77    |
| General office expenses and supplies.....                                     | 1,002 89     | 2,710 18       | 3,712 87       |
| Stationery and printing.....  | 3,109 15     | 8,406 24       | 11,515 39      |
| Outside agencies and advertising.....   | 13,908 61    | 130,197 34     | 144,106 95     |
| Legal expenses.....   | 7,104 57     | 19,208 67      | 26,313 24      |
| Loss and damage of freight and baggage and damage to cattle and property..... | 2,270 08     | 6,137 61       | 8,407 69       |
| Injuries to persons.....  | 4,292 81     | 11,606 50      | 15,899 31      |
| Telegraph maintenance and operation.....                                      | 10,178 12    | 27,518 63      | 37,696 75      |
| Mileage of cars of other companies (debit balance).....                       | .....        | 199,028 15     | 199,028 15     |
| Other general expenses.....   | 12,918 64    | 142,335 58     | 155,254 22     |
| Total.....  | \$77,972 45  | \$609,842 59   | \$687,815 04   |
| Grand total operating expenses.....   | \$981,061 01 | \$3,051,526 50 | \$4,032,587 51 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.    | Local.     | Total.      |
|---|-------------|------------|-------------|
| Number of passengers carried .....          | 163,804     | 1,092,734  | 1,256,538   |
| Number of passengers carried one mile ....  | 18,839,737  | 21,763,060 | 40,602,797  |
| Number of tons of freight carried .....     | 5,696,971   | 452,311    | 6,149,283   |
| Number of tons of freight carried one mile. | 862,255,278 | 33,821,800 | 896,077,078 |
| Passenger train mileage .....               | 1,173,614   | 116,076    | 1,289,690   |
| Freight train mileage .....                 | 2,510,590   | 928,570    | 3,439,160   |
| All other train mileage .....               |             |            | 1,796,698   |
| Total train mileage .....                   | 3,684,204   | 1,044,646  | 6,524,543   |

| ITEM.  | Earnings.      | Expenses.     | Profit.      |
|--|----------------|---------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$1,003,667 33 | \$981,061 01* | \$22,606 32  |
| Average per passenger carried .....  | 7987           | 7807          | 018          |
| Average per passenger per mile .....   | 02471          | 02416         | 00055        |
| Average per passenger train per mile .....   | 77             | 76            | 01           |
| Freight earnings and expenses (including miscellaneous earnings) .....               | 7,165,785 92   | 3,051,526 50  | 4,114,269 42 |
| Average per ton of freight carried .....   | 1 165          | 496           | 669          |
| Average per ton of freight per mile .....  | 00808          | 00344         | 00464        |
| Average per freight train per mile .....   | 2 08           | 89            | 1 19         |

| ITEM.  | Through.    | Local.      | Through and local. |
|--|-------------|-------------|--------------------|
| Computed on earnings from carrying passengers and freight only.                |             |             |                    |
| Average rate received per mile for carrying passengers, first-class .....      | Cents.<br>3 | Cents.<br>3 | Cents.<br>3        |
| Average rate received per mile for carrying passengers, second-class .....     | 2           | 2           | 2                  |
| Average rate received per mile for carrying passengers, all classes .....      | 1.629       | 2.218       | 1.944              |
| Average rate received per mile per ton for carrying freight, all classes ..... | 0.789       | 1.218       | 0.806              |

## Description of Road and Equipment.

| TRACK.   | MILES LEASED.   |                |
|--|-----------------|----------------|
|  | In N. Y. State. | Entire length. |
| Line, as leased by D. L. and W. R. R. Co., single track. | 394.33          | 400.74         |
| and track on main line and branches .....                | 218.19          | 224.60         |
| and turnouts on main line and branches .....             | 184.50          | 184.50         |
| and total of tracks, sidings and turnouts .....          | 797.02          | 809.84         |
| th steel rail, main line .....                           | 612.72          | 625.34         |

Life of rails—steel, 12 years; iron, 6 years; average life of ties, 6 years; weight of ties per yard—steel, maximum, 73 lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet, 8½ inches; ballasted with gravel.

## DETAILS OF LEASED ROADS.

| NAME OF BRANCH OR ROAD.           | From                | To            | Length in New York State. | Entire length. | Miles of double track. | Miles laid with steel rail. |
|-----------------------------------|---------------------|---------------|---------------------------|----------------|------------------------|-----------------------------|
| Valley R. R. ....                 | Penn. State line... | Binghamton... | 11.64                     | 11.64          | 11.64                  | 23.28                       |
| New York, Lackawanna & West. Ry.  | Binghamton.....     | Buffalo.....  | 200.58                    | 200.58         | 200.58                 | 401.16                      |
| Buff. city line and Oswego branch |                     |               | 7.21                      | 7.21           | 5.97                   | 13.18                       |
| Oayuga and Susquehanna R. R. .... | Susquehanna river   | Ithaca.....   | 34.41                     | 34.41          |                        | 34.41                       |
| Greene R. R. ....                 | Chenango Forks...   | Greene.....   | 8.10                      | 8.10           |                        | 8.10                        |
| Utica, Chen. and Susq. Valley Ry. | Greene.....         | Utica.....    | 25.98                     | 25.98          |                        | 25.98                       |
| Richfield Springs branch.....     |                     |               | 21.75                     | 21.75          |                        | 21.75                       |
| Oswego and Syracuse R. R. ....    | Syracuse.....       | Oswego.....   | 34.98                     | 34.98          |                        | 34.98                       |
|                                   |                     |               | 394.33                    | 408.74         | 218.19                 | 612.32                      |

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 189                | 23,907            | 197          | 24,502            |
| Wooden bridges.....  | 65                 | 2,165             | 65           | 2,165             |
| Wooden trestles..... | 39                 | 7,583             | 39           | 7,583             |
| Total.....           | 293                | 33,655            | 301          | 34,250            |

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each, in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|---------------------------------|--------------------------------|---------------------------------|-----------------------------------|
|                                     |            |                       |                                 |                                |                                 |                                   |
| Locomotives, 8 drivers.....         | 6          | \$11,500              | 188,000                         | 12                             | 5                               | .....                             |
| Locomotives, 6 drivers.....         | 113        | 10,755                | 180,000                         | 12                             | 76                              | .....                             |
| Locomotives, 4 drivers.....         | 48         | 12,210                | 154,000                         | 12                             | 47                              | .....                             |
| Total.....                          | 167        | .....                 | .....                           | .....                          | 128                             | .....                             |
| First-class passenger cars.....     | 34         | \$4,400               | 45,000                          | 10                             | 34                              | 34                                |
| Second-class passenger cars.....    | 26         | 4,400                 | 45,000                          | 10                             | 26                              | 26                                |
| Baggage, mail and express cars..... | 34         | 2,700                 | 30,000                          | 10                             | 34                              | 34                                |
| Total.....                          | 94         | .....                 | .....                           | .....                          | 94                              | 94                                |
| Box freight cars.....               | 3,308      | \$590                 | 23,100                          | 10                             | .....                           | 199                               |
| Stock freight cars.....             | 212        | 503                   | 22,100                          | 10                             | .....                           | .....                             |
| Coal freight cars.....              | 980        | 527                   | 20,560                          | 10                             | .....                           | .....                             |
| Flat freight cars and gondolas..... | 1,096      | 509                   | 18,300                          | 10                             | .....                           | .....                             |
| Caboose, 4-wheel cars.....          | 70         | 690                   | 10,000                          | 10                             | .....                           | .....                             |
| Caboose, 8-wheel cars.....          | 5          | 800                   | 18,000                          | 10                             | .....                           | .....                             |
| Service cars.....                   | 233        | 126                   | 4,500                           | 10                             | .....                           | .....                             |
| Total.....                          | 5,904      | .....                 | .....                           | .....                          | .....                           | .....                             |

Passenger cars are equipped with Westinghouse air-brake and Miller co. Freight cars have the ordinary hand-brake, link and pin, and Smillie's & Gould's coupler.

Wharton and split switches are employed on the whole lines of road.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Telegraph owned and operated by company, miles.....           | 245             | 251          |
| Length of steel rails laid during year in repairs, miles....  | 46.99           | 47.69        |
| Railroads crossing road at grade.....                         | 17              | 17           |
| Railroads crossing road over or under grade.....              | 17              | 19           |
| Highway crossings at grade without protection.....            | 293             | 302          |
| Highway crossings at grade protected by gates or flagmen..... | 68              | 68           |
| Highway crossings over or under grade.....                    | 51              | 56           |
| Overhead obstructions less than twenty feet above track..     | 14              | 16           |

Passenger cars are heated by steam from locomotive, lighted by oil lamps and Pintsch gas, and ventilated by transom ventilators.

The United States Express Company and the Produce Despatch Company do business over this road, paying about \$15,000 per month.

Hotel, sleeping and parlor cars, owned jointly by this company and Pullman's Palace Car Company, are run under agreement dividing net earnings equally, rates being made by Pullman's Company.

Lackawanna line, Great Eastern, Lackawanna Live Stock Express Company, N. Y. Despatch Refrigerator Company, American Refrigerator Transit Company run over company's lines — pro rates. Use of track, etc., same conditions as with all other cars. With the Lackawanna and Great Eastern both cars of this company and of said lines are used. The three other lines supply all the cars. All are paid for on a mileage basis, said cars of freight are moved in same trains with other through freight.

From July 1, 1899, about \$26,000 per annum per allotments paid by United States government for transportation of mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....                                 | 138,106   | 2.25      |
| Grain.....                                 | 228,462   | 3.72      |
| Meats and provisions.....                  | 373,682   | 6.08      |
| Live stock.....                            | 162,675   | 2.64      |
| Lumber.....                                | 324,006   | 5.27      |
| Pig and bar iron and steel.....            | 217,177   | 3.53      |
| Iron or other ores.....                    | 35,387    | 0.58      |
| Coal and coke.....                         | 3,470,943 | 56.44     |
| Petroleum and other oils.....              | 21,140    | 0.34      |
| Manufactures.....                          | 146,525   | 2.38      |
| All other merchandise.....                 | 411,248   | 6.69      |
| All other agricultural products.....       | 192,980   | 3.14      |
| All other articles not included above..... | 426,991   | 6.94      |
| Total.....                                 | 6,149,282 | 100       |

## NUMBER OF ACCIDENTS.

|                             | Injured. | Killed. | Total. |
|-----------------------------|----------|---------|--------|
| Employees.....              | 21       | 18      | 39     |
| Others, not passengers..... | 4        | 12      | 16     |
| Total.....                  | 25       | 30      | 55     |

## EMPLOYEES.

—e number of persons employed (including officials) during year... 4,724  
 —e amount of salaries and wages paid them during year..... \$2,391,099 37

le of lessee company, The Delaware, Lackawanna and Western Railroad  
 ANY.

Information concerning this report, address Fred F. Chambers, Secretary and  
 --, 26 Exchange Place, New York city.

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

## ASSETS.

|  |             |                       |
|--|-------------|-----------------------|
| Cost of road.....                        |             | \$4,278,531 67        |
| Cost of equipment.....                   |             | 262,725 00            |
| <i>Current assets, as follows, viz.:</i> |             |                       |
| Cash on hand.....                        | \$15,745 11 |                       |
| Due by agents.....                       | 7,058 60    |                       |
| Open accounts.....                       | 7,700 19    |                       |
| Materials and supplies.....              | 21,096 68   |                       |
|  |             | 52,800 58             |
|  |             | <u>\$4,594,057 25</u> |

## LIABILITIES.

|   |             |                       |
|---|-------------|-----------------------|
| Capital stock.....                            |             | \$1,300,000 00        |
| Funded debt.....                              |             | 2,900,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Audited vouchers and pay-rolls.....           | \$20,351 75 |                       |
| Open accounts.....                            | 4,507 54    |                       |
| Loans and bills payable.....                  | 189,577 05  |                       |
|   |             | 214,436 34            |
| Profit and loss (surplus).....                |             | 179,620 91            |
|   |             | <u>\$4,594,057 25</u> |

## Traffic and Mileage Statistics.

| ITEM.   | Through.  | Local.    | Total.     |
|---|-----------|-----------|------------|
| Number of passengers carried.....               | 12,790    | 181,292   | 194,082    |
| Number of passengers carried one mile.....      | 382,260   | 2,824,292 | 3,206,552  |
| Number of tons of freight carried.....          | 176,491   | 67,764    | 244,255    |
| Number of tons of freight carried one mile..... | 9,403,538 | 2,123,756 | 11,527,294 |
| Passenger train mileage.....                    |           |           | 126,254    |
| Freight train mileage.....                      |           |           | 107,771    |
| All other train mileage.....                    |           |           | 6,381      |
| Total train mileage.....                        |           |           | 240,406    |

| ITEM.   | Earnings.   | Expenses.   | Profit.     |
|---|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$99,756 22 | \$83,041 98 | \$16,714 29 |
| Average per passenger carried.....  | 51          | 43          | 08          |
| Average per passenger per mile.....   | 0311        | 0259        | 0062        |
| Average per passenger train per mile.....   | 79          | 66          | 13          |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 165,851 56  | 111,415 07  | 54,436 49   |
| Average per ton of freight carried.....   | 679         | 456         | 223         |
| Average per ton of freight per mile.....  | 0144        | 0097        | 0047        |
| Average per freight train per mile.....   | 1 539       | 1 034       | 505         |

| ITEM.   | Through.    | Local.      | Th. and L. |
|---|-------------|-------------|------------|
| Computed on earnings from carrying passengers and freight only.....           |             |             |            |
| Average rate received per mile for carrying passengers, all classes.....      | Cents. 2.94 | Cents. 2.75 | Ct         |
| Average rate received per mile per ton for carrying freight, all classes..... | 1.20        | 2.49        |            |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.    |                |
|--|-----------------|----------------|
|  | In N. Y. State. | Entire length. |
| Main line from Dunkirk, N. Y., to Oil City, Pa., single track. | 42.3            | 106.5          |
| Sidings and turnouts on main line .....                        | 5.8             | 15.5           |
| Grand total of tracks, sidings and turnouts.....               | 48.1            | 106.1          |
| Laid with steel rail, main line.....                           | 42.3            | 90.6           |
| Laid with iron rail, branches, sidings or other roads.....     | 5.8             | 15.5           |

Average life of rails—steel, 20 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs., minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 3½ inches; ballasted with gravel.

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 7                  | 683               | 11           | 988               |
| Wooden bridges.....  | 3                  | 372               | 10           | 1,112             |
| Wooden trestles..... | 10                 | 717               | 24           | 4,032             |
| Total.....           | 20                 | 1,722             | 45           | 6,132             |

| EQUIPMENT.                           | No. owned. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
|                                      |            |                                |                                |                                 |                                   |
| Locomotives, 4 drivers .....         | 11         | 112,000                        | 20                             | 6                               | .....                             |
| First-class passenger cars .....     | 9          | .....                          | .....                          | 9                               | 9                                 |
| Second-class passenger cars.....     | 7          | .....                          | .....                          | 7                               | 7                                 |
| Baggage, mail and express cars ..... | 2          | .....                          | .....                          | 2                               | 2                                 |
| Total .....                          | 18         | .....                          | .....                          | 18                              | 18                                |
| Box freight cars.....                | 26         | .....                          | .....                          | .....                           | .....                             |
| Coal freight cars .....              | 14         | .....                          | .....                          | .....                           | .....                             |
| Flat freight cars .....              | 51         | .....                          | .....                          | .....                           | .....                             |
| Open, 8-wheel cars.....              | 5          | .....                          | .....                          | .....                           | .....                             |
| ..... cars.....                      | 4          | .....                          | .....                          | .....                           | .....                             |
| Total .....                          | 99         | .....                          | .....                          | .....                           | .....                             |

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with hand brake and link and pin coupler. Safety split switches are now in use on this road, but safety split switches are put in for all new cars.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles.....            | 42.3            | 90.6         |
| Length of steel rails laid during year in repairs, miles.....  | .6              | 3.9          |
| Length of iron rails laid during year in repairs, miles.....   | .6              | 1.1          |
| Railroads crossing road at grade.....                          | 5               | 6            |
| Railroads crossing road over or under grade .....              | .....           | 1            |
| Highway crossings at grade without protection .....            | 30              | 64           |
| Highway crossings at grade protected by gates or flagmen ..... | 1               | 1            |
| Highway crossings over or under grade.....                     | 1               | 3            |
| Overhead obstructions less than twenty feet above track.....   | .....           | 1            |

Passenger cars are heated by Martin's anti-fire car heater, lighted by lamps and ventilated by transoms, sash and slat ventilators.

The American Express Company runs over this road at one and one-half times first-class freight rates.

The freight or transportation companies running over this line are as follows, viz.: Red Line Transit Company, Merchants' Despatch Transportation Company, Nickel Plate Line, Empire Line and Green Line.

This company receives \$7,569.93 for transportation of mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. | Per cent. |
|---|----------|-----------|
| Flour.....  | 2,629    | 1.08      |
| Grain.....  | 10,892   | 4.46      |
| Meats and provisions.....   | 2,549    | 1.04      |
| Live stock .....  | 1,666    | .68       |
| Lumber.....   | 93,168   | 38.14     |
| Pig and bar iron and steel .....  | 3,803    | 1.56      |
| Iron or other ores.....   | 106      | .04       |
| Coal and coke .....   | 35,326   | 14.46     |
| Petroleum and other oils.....   | 44,249   | 18.13     |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State and all other manufactures..... | 11,458   | 4.69      |
| All other merchandise.....  | 17,260   | 7.07      |
| All other agricultural products.....  | 9,281    | 3.79      |
| All other articles not included above .....   | 11,893   | 4.87      |
| Total .....   | 244,255  | 100       |

## NUMBER OF ACCIDENTS.

|                             | Injured. | Killed. | Total. |
|-----------------------------|----------|---------|--------|
| Employees .....             | 17       | 3       | 20     |
| Others, not passengers..... | 1        | 1       | 2      |
| Total .....                 | 18       | 4       | 22     |

Average number of persons employed (including officials) during year...

Aggregate amount of salaries and wages paid them during year..... \$15

## Officers of the Company.

| Name.                      | Title.           | Official Address.               |
|----------------------------|------------------|---------------------------------|
| CHAUNCEY M. DEPEW.....     | President.....   | Grand Central Station, N. Y. c. |
| H. WALKER WEBB .....       | Vice-President.. | Grand Central Station, N. Y. c. |
| DWIGHT W. PARDEE .....     | Secretary.....   | Grand Central Station, N. Y. c. |
| EDWARD V. W. ROSSITER..... | Treasurer.....   | Grand Central Station, N. Y. c. |



## Directors of the Company.

| Name.                         | Residence.      |
|-------------------------------|-----------------|
| CHAUNCEY M. DEPEW .....       | New York city.  |
| CORNELIUS VANDERBILT .....    | New York city.  |
| WILLIAM K. VANDERBILT .....   | New York city.  |
| FREDERICK W. VANDERBILT ..... | New York city.  |
| EDWIN D. WORCESTER .....      | New York city.  |
| CHARLES C. CLARKE .....       | New York city.  |
| HORACE J. HAYDEN .....        | New York city.  |
| SAMUEL F. BARGER .....        | New York city.  |
| H. WALTER WEBB .....          | New York city.  |
| DWIGHT W. PARDEE .....        | Brooklyn, N. Y. |
| DARWIN THAYER .....           | Fredonia, N. Y. |
| OSCAR W. JOHNSON .....        | Fredonia, N. Y. |
| RASSELLS BROWN .....          | Warren, Pa.     |

Title of company, Dunkirk, Allegheny Valley and Pittsburgh Railroad Company.

General offices at Dunkirk, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in December.

For information concerning this report, address J. Carstensen, Comptroller, Grand Central Station, New York city.

## ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

For history of organization, etc., see Reports of 1886 and 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued for purchase price and now outstanding ..... | 20,000         | \$2,000,000      |

Number of stockholders..... 25

## FUNDED DEBT.

| DESIGNATION OF EN. | Date.         | Term, years. | INTEREST. |                 | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|--------------------|---------------|--------------|-----------|-----------------|--------------------|---------------------|--------------------------------------|
|                    |               |              | Rate.     | When payable.   |                    |                     |                                      |
| pref. mort. bds    | April 1, 1884 | 30           | 6         | April 1, Oct. 1 | \$75,000           | \$75,000            | *                                    |
| mortgage bds       | April 1, 1884 | 30           | 5         | April 1, Oct. 1 | 1,250,000          | 1,250,000           | *                                    |
| al.....            |               |              |           |                 | \$2,000,000        | \$2,000,000         | .....                                |

\* Paid for road and equipment.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Bridges .....  |  | \$39 58   |
| Superstructure (including ties).....                 | \$1,364 46   | 18,162 48   |
| Rails .....  | 984 92   | 11,700 56   |
| Land .....   | 5,650 77   | 42,763 46   |
| Passenger and freight stations .....                 | 1,179 06   | 22,681 46   |
| Engine and car-houses .....                          |  | 10,660 68   |
| Shops, machinery and tools .....                     | 150 37   | 14,332 08   |
| Fuel and water stations .....                        |  | 5,316 44  |
| Total cost of road .....                             | \$9,329 57   | \$126,256 92  |
| <b>EQUIPMENT.</b>                                    |  |   |
| Locomotives .....                                    |  | \$159,142 45  |
| Passenger cars .....                                 | \$6,562 34   | 15,861 44   |
| Mail, baggage and express cars .....                 |  | 1,679 32  |
| Freight and other cars .....                         | 9,429 94   | 68,068 26   |
| Total cost of equipment .....                        | \$15,992 28  | \$224,751 49  |
| Cost of road and equipment at date of purchase ..... | \$1,000 00   | 3,940,271 22  |
| Grand total cost of road and equipment .....         | \$24,321 85  | \$4,291,279 63  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |             |
|---|------------|-------------|
| Crossing Delaware, Lackawanna and West. R. R. at Elmira..                             | \$671 06   |             |
| New switches, superstructures (including ties) .....                                  | 693 41     |             |
|   |            | \$1,364 46  |
| New switches, rails .....   |            | 984 92      |
| Land at Cortland (Cowan property) .....   | \$2,928 00 |             |
| Land at Elmira (Rathbun property) .....   | 1,277 50   |             |
| Land at South Cortland (Pope property) .....  | 780 00     |             |
| Land at Spencer (Miller property) .....   | 564 00     |             |
| Land near Perryville (Brown property) .....   | 27 27      |             |
| Land at Fish Creek .....  | 104 00     |             |
|   |            | 5,650 00    |
| Freight-house at Freeville .....  | \$673 33   |             |
| Freight-house at Sylvan Beach .....   | 116 81     |             |
| Addition to passenger station at Sylvan Beach .....                                   | 67 59      |             |
| Furniture for stations and general office .....                                       | 54 00      |             |
| Scales at Cortland freight-house .....  | 65 00      |             |
| Addition to Canastota coal trestle .....  | 202 32     |             |
|   |            | 1,179 06    |
| New machinery for shop .....  | 150 37     |             |
| Three passenger cars purchased .....  |            | 6,562 34    |
| Ten box cars built .....  | \$7,312 63 |             |
| Five gondola cars built .....   | 2,217 31   |             |
|   |            | 9,429 94    |
|   |            | \$26,321 86 |
| <i>Credit:</i>  |            |             |
| Cost of road and equipment at date of purchase, house and lot at Cazenovia sold ..... |            | 1,000 00    |
| Total .....   |            | \$24,321 85 |

## Income Account for Year Ending June 30, 1891.

|   |           |
|---|-----------|
| Gross earnings from operation .....                 | \$462,737 |
| Less operating expenses (excluding all taxes) ..... | 321,611   |
| Net earnings from operation .....                   | \$141,10  |

\* Credit.

*Income from other sources, as follows, viz.:*

|                     |          |                 |
|---------------------|----------|-----------------|
| Rents .....         | \$392 64 |                 |
| Miscellaneous ..... | 391 71   |                 |
|                     |          | <u>\$724 85</u> |

Gross income from all sources ..... \$141,892 50

*Deductions from income, as follows, viz.:*

|   |                  |                  |
|---|------------------|------------------|
| Interest on funded debt due and accrued .....     | \$46,400 00      |                  |
| Rentals .....                                     | 18,000 00        |                  |
| Taxes on property used in operation of road ..... | \$21,143 99      |                  |
| Taxes on earnings and capital stock .....         | 1,092 09         |                  |
| Railroad Commission salaries and expenses .....   | 846 51           |                  |
|   | <u>28,082 59</u> |                  |
| Interest on current liabilities .....             | 3,878 62         |                  |
|   |                  | <u>91,061 21</u> |

Surplus for year ending June 30, 1891..... \$50,771 29

**General Income Account.**

|   |                     |
|---|---------------------|
| Surplus for year ending June 30, 1891.....            | \$50,771 29         |
| Surplus up to June 30, 1890.....                      | \$222,863 77        |
| Items credited to profit and loss during year.....    | <u>8,992 46</u>     |
|   | <u>\$226,856 23</u> |
| Items debited to profit and loss during the year..... | <u>29 00</u>        |
|   | <u>226,827 23</u>   |

Total surplus June 30, 1891..... \$277,598 52

**DETAILED STATEMENT OF RENTALS.**

Canastota Northern Railroad ..... \$18,000 00

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                                  | Passenger.          | Freight.            | Total.              |
|----------------------------------|---------------------|---------------------|---------------------|
| Freight, through and local ..... |                     | \$306,355 70        | \$306,355 70        |
| Passengers, through.....         | \$33,043 01         |                     |                     |
| Passengers, local.....           | <u>98,225 63</u>    |                     |                     |
|                                  | \$131,268 64        |                     | 131,268 64          |
| Mail.....                        | 10,186 40           |                     | 10,186 40           |
| Express .....                    | 11,084 21           |                     | 11,084 21           |
| Miscellaneous, as follows, viz.: |                     |                     |                     |
| Telegraph.....                   | 128 78              | 187 34              | 286 07              |
| Extra baggage .....              | 1,306 60            |                     | 1,306 60            |
| News privileges.....             | 240 00              |                     | 240 00              |
| Total gross earnings.....        | <u>\$164,214 58</u> | <u>\$308,513 04</u> | <u>\$462,727 62</u> |

**OPERATING EXPENSES.***Maintenance of way and structures:*

|   |                    |                    |                    |
|---|--------------------|--------------------|--------------------|
| Repairs of track and roadbed .....                              | \$26,131 21        | \$31,938 14        | \$58,069 35        |
| Steel rails laid, 200½ tons, cost \$6,448.52.                   |                    |                    |                    |
| Repairs of bridges (including culverts and cattle-guards) ..... | 5,110 31           | 6,245 94           | 11,356 25          |
| Repairs of stations, shops, docks, etc .....                    | 1,966 76           | 2,428 27           | 4,415 03           |
| Repairs of fences.....  | 701 13             | 856 93             | 1,558 06           |
| Other expenses for maintenance of way and structures.....       | <u>5,349 00</u>    | <u>6,597 66</u>    | <u>11,886 66</u>   |
|   | <u>\$39,278 41</u> | <u>\$48,006 94</u> | <u>\$87,285 35</u> |

*Maintenance of equipment:*

|  |                    |                    |                    |
|--|--------------------|--------------------|--------------------|
| Repairs of locomotives .....                     | \$7,287 48         | \$8,906 98         | \$16,194 41        |
| Repairs of cars .....                            | 3,643 76           | 4,358 69           | 8,002 45           |
| Repairs of machinery and tools .....             | 457 03             | 558 60             | 1,015 63           |
| Other expenses for maintenance of equipment..... | <u>2,006 44</u>    | <u>2,452 32</u>    | <u>4,458 76</u>    |
|  | <u>\$13,394 71</u> | <u>\$16,276 54</u> | <u>\$29,671 25</u> |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|  | Passenger.   | Freight.     | Total.       |
|--|--------------|--------------|--------------|
| <i>Conducting transportation:</i>                        |              |              |              |
| Wages of conductors and men .....                        | \$9,017 86   | \$22,062 21  | \$31,080 07  |
| Wages of engineers and firemen .....                     | 9,798 97     | 22,942 37    | 32,741 34    |
| Fuel for locomotives .....                               | 20,783 95    | 25,402 60    | 46,186 55    |
| Oil and waste .....                                      | 808 62       | 988 32       | 1,796 94     |
| Water supply .....                                       | 381 08       | 465 70       | 846 78       |
| Other train supplies or expenses .....                   | 160 75       | 196 48       | 357 23       |
| Wages of station agents and clerks .....                 | 8,118 88     | 9,923 08     | 18,041 96    |
| Wages for labor at stations .....                        | 1,698 45     | 2,075 89     | 3,774 34     |
| Station supplies .....                                   | 612 41       | 748 51       | 1,360 92     |
| Wages of watchmen, flagmen and switchmen .....           | 730 16       | 892 42       | 1,622 58     |
| Other expenses for conducting transportation .....       | 2,117 92     | 2,588 56     | 4,706 48     |
| Total .....  | \$54,229 00  | \$88,286 14  | \$142,515 14 |
| <i>General expenses:</i>                                 |              |              |              |
| Salaries of general officers and clerks .....            | \$8,252 99   | \$10,086 98  | \$18,339 97  |
| General office expenses and supplies .....               | 646 18       | 789 77       | 1,435 95     |
| Stationery and printing .....                            | 707 63       | 864 88       | 1,572 51     |
| Outside agencies and advertising .....                   | 206 52       | 252 42       | 458 94       |
| Legal expenses .....                                     | 1,204 81     | 1,472 55     | 2,677 36     |
| Loss and damage of freight and baggage .....             |              | 164 46       | 164 46       |
| Damage to cattle and property .....                      | 777 95       | 5,178 86     | 5,956 81     |
| Injuries to persons .....                                | 350 00       | 696 39       | 1,046 39     |
| Telegraph maintenance and operation .....                | 1,268 41     | 1,550 29     | 2,818 70     |
| Mileage of cars of other companies (debit balance) ..... | 9 36         | 24,709 45    | 24,778 81    |
| Other general expenses .....                             | 1,304 02     | 1,593 81     | 2,897 83     |
| Total .....  | \$14,787 87  | \$47,359 86  | \$62,147 73  |
| Grand total operating expenses .....                     | \$121,689 99 | \$199,929 48 | \$321,619 47 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |             |                       |
|---|-------------|-----------------------|
| Cost of road and equipment .....              |             | \$4,291,279 63        |
| <i>Current assets, as follows, viz.:</i>      |             |                       |
| Cash on hand .....                            | \$28,251 99 |                       |
| Due by agents .....                           | 8,210 21    |                       |
| Open accounts .....                           | 30,964 62   |                       |
| Materials and supplies .....                  | 14,551 77   |                       |
| Sundries .....                                | 11,946 22   |                       |
|   |             | 88,924 81             |
|   |             | <u>\$4,380,204 44</u> |
| LIABILITIES.                                  |             |                       |
| Capital stock .....                           |             | \$2,000,000 00        |
| Funded debt .....                             |             | 2,000,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued ..... | \$11,600 00 |                       |
| Audited vouchers and pay-rolls .....          | 22,504 42   |                       |
| Open accounts .....                           | 16,961 80   |                       |
| Loans and bills payable .....                 | 50,000 00   |                       |
| Sundries .....                                | 1,539 70    |                       |
|   |             | 102,606 92            |
| Profit and loss (surplus) .....               |             | 277,598 52            |
|   |             | <u>\$4,380,204 44</u> |

## Traffic and Mileage Statistics.

| ITEM.  | Through. | Local.  | Total.    |
|--|----------|---------|-----------|
| Number of passengers carried .....               | 36,078   | 219,374 | 255,452   |
| Number of passengers carried one mile .....      |          |         | 5,496,53  |
| Number of tons of freight carried .....          | 422,937  | 61,898  | 484,835   |
| Number of tons of freight carried one mile ..... |          |         | 41,166,84 |

## Traffic and Mileage Statistics—(Continued).

| ITEM.                        | Through. | Local. | Total.  |
|------------------------------|----------|--------|---------|
| Passenger train mileage..... |          |        | 236,233 |
| Freight train mileage.....   |          |        | 283,566 |
| All other train mileage..... |          |        | 78,740  |
| Total train mileage.....     |          |        | 598,539 |

| ITEM.  | Earnings.    | Expenses.    | Profit.     |
|--|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$154,314 58 | \$121,689 99 | \$32,524 59 |
| Average per passenger carried.....   | 6037         | 4764         | 1273        |
| Average per passenger per mile.....  | 0281         | 0222         | 0059        |
| Average per passenger train per mile.....  | 6528         | 5151         | 1377        |
| Freight earnings and expenses (including miscellaneous earnings).....                | 308,513 04   | 199,929 48   | 108,583 56  |
| Average per ton of freight carried.....  | 6364         | 4124         | 224         |
| Average per ton of freight per mile.....   | 0075         | 0049         | 0026        |
| Average per freight train per mile.....  | 1 09         | 71           | 38          |

## ITEM.

|  |                    |        |
|--|--------------------|--------|
| Computed on earnings from carrying passengers and freight only.              | Through and local. | Cents. |
| Average rate received per mile for carrying passengers, all classes.....     |                    | 2.39   |
| Average rate received per mile per ton for carrying freight, all classes.... |                    | .75    |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in N. Y. State. | Miles leased, all in N. Y. State. | Total miles, all in N. Y. State. |
|--|----------------------------------|-----------------------------------|----------------------------------|
| Main line, from Elmira to Canastota, single track..... | 118.70                           |                                   | 118.70                           |
| Branches or other roads laid, single track.....        |                                  | 20.73                             | 20.73                            |
| Total single track.....                                | 118.70                           | 20.73                             | 139.43                           |
| Sidings and turnouts on main line.....                 | 26.32                            |                                   | 26.32                            |
| Sidings and turnouts on branches or other roads.....   |                                  | 2.81                              | 2.81                             |
| Total sidings and turnouts.....                        | 26.32                            | 2.81                              | 29.18                            |
| Grand total of tracks, sidings and turnouts.....       | 145.02                           | 23.54                             | 168.56                           |
| Laid with steel rail, main line.....                   | 118.70                           |                                   | 118.70                           |
| Laid with steel rail, branches or other roads.....     |                                  | 20.73                             | 20.73                            |

Weight of rails per yard—steel, maximum, 70 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.       | From.           | To           | Entire length in New York State. | Owned or leased. | Miles laid with steel rail. |
|-------------------------------|-----------------|--------------|----------------------------------|------------------|-----------------------------|
| Canastota Northern Railroad.. | Canastota ..... | Camden ..... | 20.73                            | Leased.          | 20.73                       |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE. |                       |
|-----------------------|--------------------------------|-----------------------|
|                       | Number.                        | Aggregate length.     |
| Iron bridges .....    | 13                             | <i>Feet.</i><br>2,565 |
| Wooden bridges .....  | 2                              | 176                   |
| Wooden trestles ..... | 107                            | 15,408                |
| Total .....           | 122                            | 18,143                |

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with couplers. |
|--------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------|
| Locomotives, 8 drivers .....         | 2          | \$8,700               | 140,000                        | *2                              | .....                       |
| Locomotives, 6 drivers .....         | 13         | 9,231                 | 144,000                        | †11                             | .....                       |
| Locomotives, 4 drivers .....         | 8          | 5,000                 | 140,000                        | *7                              | .....                       |
| Total .....                          | 23         | .....                 | .....                          | 20                              | .....                       |
| First-class passenger cars .....     | 14         | .....                 | 45,000                         | 14                              | 14                          |
| Combination cars .....               | 2          | .....                 | 38,000                         | 2                               | 2                           |
| Baggage, mail and express cars ..... | 4          | .....                 | 38,000                         | 4                               | 4                           |
| Total .....                          | 20         | .....                 | .....                          | 20                              | 20                          |
| Box freight cars .....               | 40         | .....                 | 27,250                         | .....                           | .....                       |
| Coal freight cars .....              | 142        | .....                 | 21,800                         | .....                           | .....                       |
| Caboose, 4-wheel cars .....          | 6          | .....                 | 15,500                         | .....                           | .....                       |
| Service cars .....                   | 3          | .....                 | .....                          | .....                           | .....                       |
| Total .....                          | 191        | .....                 | .....                          | .....                           | .....                       |

Eames' brake and Miller coupler are used on passenger cars.  
There are one hundred and three split and seventy-nine stub switches in use on the line.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles .....                       | 139.43                      |
| Total assessed value of real estate and personal property of company ..... | \$893,699 10                |
| Length of steel rails laid during year in repairs, miles .....             | 1.82                        |
| Railroads crossing road at grade .....                                     | 7                           |
| Railroads crossing road over or under grade .....                          | 2                           |
| Highway crossings at grade without protection .....                        | 151                         |
| Highway crossings at grade protected by gates or flagmen .....             | 1                           |
| Highway crossings over or under grade .....                                | 11                          |
| Overhead obstructions less than twenty feet above track .....              | 3                           |

Passenger cars are heated by steam, lighted by oil lamps and ventilated by Creamer ventilator in deck and sash in door.

The National Express Company runs over this road at agreed rates.

For transportation of mails between Elmira and Canastota on two trains per day, except Sundays, the company receives \$10,186.40 per annum.

\* Tenders.

† Tenders and drivers.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 3,625    | .75       |
| Grain.....   | 9,321    | 1.92      |
| Meats and provisions....   | 9,755    | 2.01      |
| Live stock.....  | 1,213    | .25       |
| Lumber.....  | 26,988   | 5.57      |
| Pig and bar iron and steel.....  | 4,696    | .97       |
| Iron or other ores.....  | 13,278   | 2.74      |
| Coal and coke.....   | 389,677  | 70.06     |
| Petroleum and other oils.....  | 1,733    | .36       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. | 23,914   | 4.38      |
| All other manufactures.....  | 9,921    | 2.04      |
| All other merchandise.....   | 6,886    | 1.42      |
| All other agricultural products.....   | 12,599   | 2.59      |
| All other articles not included above.....   | 21,229   | 4.39      |
| Total.....   | 484,835  | 100       |

## NUMBER OF ACCIDENTS.

Employees injured..... 11

## EMPLOYEES.

Average number of persons employed (including officials) during year... 367  
 Aggregate amount of salaries and wages paid them ..... \$193,368 59

## Officers of the Company.

| Name.                    | Title.                   | Official Address.            |
|--------------------------|--------------------------|------------------------------|
| AUSTIN CORBIN.....       | President.....           | 192 Broadway, New York city. |
| GEORGE S. EDGEELL.....   | Vice-President.....      | 192 Broadway, New York city. |
| EVERETT R. REYNOLDS..... | Secretary.....           | 192 Broadway, New York city. |
| WILLIAM G. WHEELER.....  | Treasurer.....           | 192 Broadway, New York city. |
| ALBERT ALLEN.....        | General Superintendent.. | Cortland, N. Y.              |

## Directors of the Company.

| Name.                    | Residence.              |
|--------------------------|-------------------------|
| AUSTIN CORBIN.....       | New York city.          |
| GEORGE S. EDGEELL.....   | New York city.          |
| WM. G. WHEELER.....      | New York city.          |
| E. R. REYNOLDS.....      | New York city.          |
| J. R. MAXWELL.....       | Brooklyn, N. Y.         |
| H. W. MAXWELL.....       | Brooklyn, N. Y.         |
| A. A. MCLEOD.....        | Philadelphia, Pa.       |
| J. D. CAMPBELL.....      | Philadelphia, Pa.       |
| FRANK M. KELLY.....      | Greenwich, Conn.        |
| F. W. DUNTON.....        | Hollis, L. I., N. Y.    |
| J. K. R. SHEERWOOD.....  | Glen Cove, L. I., N. Y. |
| FRANKLIN C. CORNELL..... | Ithaca, N. Y.           |
| FRANK J. ENZ.....        | Ithaca, N. Y.           |

Title of company, The Elmira, Cortland and Northern Railroad Company.

General offices at Elmira N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address M. A. Smith, Auditor.

## ELMIRA AND LAKE ONTARIO.

LESSOR.

LESSEE—NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter December 31, 1886.)

For history of organization, etc., see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |             |
|--|----------------|-------------|
|  | No. of shares. | Par value.  |
| Authorized by law or charter and now outstanding ..... | 15,000         | \$1,500,000 |
| Number of stockholders .....                           |                | 18          |

## FUNDED DEBT.

| DESIGNATION OF LIEN.   | Date.        | Term, years. | INTEREST.  |                | Amount outstanding. |
|--|--------------|--------------|------------|----------------|---------------------|
|  |              |              | Rate.      | When payable.  |                     |
| First mortgage Sodus Bay and Southern Railroad Company ..... | July 1, 1884 | 40           | p. c.<br>5 | Jan. 1, July 1 | \$500,000           |

## Cost of Road.

|  |                |
|--|----------------|
| Total cost of road up to June 30, 1891 ..... | \$2,000,000 00 |
|--|----------------|

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Net loss from operation (including taxes except on capital stock) ..... | \$10,264 48 |
| <i>Deductions from income, as follows, viz.:</i>                        |             |
| Interest on funded debt due and accrued .....                           | 25,000 00   |
| Taxes on capital stock .....  | 1,125 00    |
| Interest on equipment .....   | 24,275 94   |
| Other deductions .....  | 2,083 80    |
| Deficit for year ending June 30, 1891 .....                             | \$62,698 22 |

## General Income Account.

|   |              |
|---|--------------|
| Deficit for year ending June 30, 1891 .....   | \$62,698 22  |
| Deficit up to June 30, 1890 .....   | 38,789 93    |
|   | \$101,488 15 |
| Less amount for year ending December 31, 1890, credited or reduced from the account ..... | 80,509 48    |
| Total deficit June 30, 1891 .....   | \$20,978 67  |

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |                |   |
|--|----------------|---|
| Cost of road .....                       | \$2,000,000 00 |   |
| <i>Current assets, as follows, viz.:</i> |                |   |
| Open accounts .....                      | 1              | 8 |
| Profit and loss (deficiency) .....       | 20,            | 7 |
|  | \$2,020,978 67 | 7 |



LIABILITIES.

|   |             |                       |
|---|-------------|-----------------------|
| Capital stock.....                            |             | \$1,500,000 00        |
| Funded debt.....                              |             | 500,000 00            |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued.....  | \$13,500 00 |                       |
| Open accounts.....                            | 20,979 67   |                       |
|   |             | <u>\$3,479 67</u>     |
|   |             | <u>\$2,033,479 67</u> |

Officers of the Company.

| Name.                  | Title.              | Official Address. |
|------------------------|---------------------|-------------------|
| GEORGE B. ROBERTS..... | President.....      | Philadelphia, Pa. |
| FRANK THOMSON.....     | Vice-President..... | Philadelphia, Pa. |
| STEPHEN W. WHITE.....  | Secretary.....      | Philadelphia, Pa. |
| JOHN S. LEIB.....      | Treasurer.....      | Baltimore, Md.    |
| JAMES P. KERR.....     | Auditor.....        | Baltimore, Md.    |

Directors of the Company.

| Name.                   | Residence.        |
|-------------------------|-------------------|
| GEORGE B. ROBERTS.....  | Philadelphia, Pa. |
| FRANK THOMSON.....      | Philadelphia, Pa. |
| A. J. CASSATT.....      | Philadelphia, Pa. |
| J. N. DU BARRY.....     | Philadelphia, Pa. |
| JOHN P. GREEN.....      | Philadelphia, Pa. |
| STEPHEN W. WHITE.....   | Philadelphia, Pa. |
| JOHN N. HUTCHINSON..... | Philadelphia, Pa. |
| HENRY D. WELSH.....     | Philadelphia, Pa. |
| LUTHER S. BENT.....     | Steeltown, Pa.    |
| Col. E. B. PARSONS..... | Rochester, N. Y.  |
| B. F. NEWCOMER.....     | Baltimore, Md.    |
| JAMES P. KERR.....      | Baltimore, Md.    |
| JOHN S. LEIB.....       | Baltimore, Md.    |

Title of company, The Elmira and Lake Ontario Railroad Company.

General offices at 160 Broadway, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Thursday in May.

For information concerning this report, address John S. Leib, Treasurer, Baltimore, Md.

ELMIRA AND LAKE ONTARIO.

LESSEE

Income Account for Year Ending June 30, 1891.

|  |             |                    |
|--|-------------|--------------------|
| Gross earnings from operation.....                 |             | \$719,291 88       |
| Less operating expenses (excluding all taxes)..... |             | 713,315 30         |
| Gross income from all sources.....                 |             | <u>\$5,976 58</u>  |
| <i>Deductions from income, as follows, viz.:</i>   |             |                    |
| Rentals, etc.....                                  | \$26,275 94 |                    |
| on property used in operation of road.....         | 16,241 01   |                    |
|  |             | <u>42,516 95</u>   |
| Profit for year ending June 30, 1891.....          |             | <u>\$36,540 43</u> |

DETAILED STATEMENT OF RENTALS.

|   |                    |
|---|--------------------|
| Cost on equipment.....                            | \$24,275 94        |
| Construction.....                                 | 2,000 00           |
| Total amount of rentals deducted from income..... | <u>\$26,275 94</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.   | Freight.     | Total.       |
|----------------------------------|--------------|--------------|--------------|
| Freight, all through.....        |              | \$533,084 61 | \$533,084 61 |
| Passengers, all through.....     | \$157,742 65 |              | 157,742 65   |
| Mail.....                        | 12,081 10    |              | 12,081 10    |
| Express.....                     | 5,768 21     |              | 5,768 21     |
| Miscellaneous, as follows, viz.: |              |              |              |
| Rents.....                       | \$6,282 08   |              |              |
| Sundry services.....             | 3,119 87     |              |              |
|                                  | 2,850 49     | 7,061 46     | 9,401 95     |
| Miscellaneous passenger.....     | 1,273 81     |              | 1,273 81     |
| Total gross earnings.....        | \$179,155 76 | \$540,136 07 | \$719,291 83 |

## OPERATING EXPENSES.

|  |              |              |              |
|--|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                      |              |              |              |
| Repairs of track.....  | \$14,381 43  | \$42,994 29  | \$57,325 72  |
| Steel rails laid, 502 tons, cost.....                          | 1,356 29     | 4,068 86     | 5,425 15     |
| Repairs of roadbed.....  | 4,714 41     | 14,143 24    | 18,857 65    |
| Repairs of bridges (including culverts and cattle-guards)..... | 5,975 42     | 17,926 27    | 23,901 69    |
| Repairs of stations, shops, docks, etc.....                    | 4,614 78     | 12,044 18    | 16,658 96    |
| Repairs of fences.....   | 712 75       | 2,138 24     | 2,850 99     |
| Other expenses for maintenance of way and structures.....      | 4,152 84     | 12,458 51    | 16,611 35    |
| Total.....   | \$35,857 92  | \$105,773 59 | \$141,631 51 |
| <i>Maintenance of equipment:</i>                               |              |              |              |
| Repairs of locomotives.....                                    | \$16,102 10  | \$51,074 39  | \$67,176 49  |
| Repairs of cars.....   | 7,195 04     | 46,617 96    | 53,813 00    |
| Repairs of machinery and tools.....                            | 780 22       | 2,190 68     | 2,920 90     |
| Other expenses for maintenance of equipment.....               | 7,001 08     | 10,650 22    | 17,651 30    |
| Total.....   | \$31,028 44  | \$110,533 25 | \$141,561 69 |
| <i>Conducting transportation:</i>                              |              |              |              |
| Wages of conductors and men.....                               | \$16,507 55  | \$55,983 47  | \$72,491 02  |
| Wages of engineers and firemen.....                            | 11,037 53    | 47,620 19    | 58,657 72    |
| Fuel for locomotives.....                                      | 10,276 78    | 53,005 74    | 63,282 52    |
| Oil and waste.....   | 1,202 17     | 3,862 12     | 5,064 29     |
| Water supply.....  | 536 41       | 1,609 22     | 2,145 63     |
| Other train supplies or expenses.....                          | 1,004 40     | 1,860 13     | 2,864 53     |
| Wages of station agents and clerks.....                        | 8,049 92     | 27,958 51    | 36,008 43    |
| Wages for labor at stations.....                               | 1,612 09     | 10,351 87    | 11,963 96    |
| Station supplies.....  | 1,239 43     | 1,291 56     | 2,530 99     |
| Wages of watchmen, flagmen and switchmen.....                  | 2,509 58     | 10,523 39    | 13,032 97    |
| Other expenses for conducting transportation.....              | 3,103 92     | 6,490 23     | 9,594 14     |
| Total.....   | \$57,079 73  | \$220,545 91 | \$277,625 64 |
| <i>General expenses:</i>                                       |              |              |              |
| Salaries of general officers and clerks.....                   | \$4,096 08   | \$12,288 09  | \$16,384 12  |
| General office expenses and supplies.....                      | 156 55       | 469 63       | 626 18       |
| Stationery and printing.....                                   | 3,295 82     | 5,618 96     | 8,914 78     |
| Outside agencies and advertising.....                          | 2,575 46     | 5,818 12     | 8,393 58     |
| Legal expenses.....  | 1,000 00     | 3,261 42     | 4,261 42     |
| Loss and damage of freight and baggage.....                    | 187 50       | 2,875 08     | 3,062 58     |
| Telegraph maintenance and operation.....                       | 5,973 46     | 17,549 98    | 23,523 44    |
| Mileage of cars of other companies (debit balance).....        | 6,991 59     | 80,515 77    | 87,507 36    |
| Total.....   | \$24,246 41  | \$128,250 05 | \$152,496 46 |
| Grand total operating expenses.....                            | \$148,212 60 | \$565,102 80 | \$713,315 40 |

# ELMIRA AND LAKE ONTARIO.

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## Traffic and Mileage Statistics.

### ITEM.

|  |             |
|--|-------------|
| Number of passengers carried .....               | 356,216     |
| Number of passengers carried one mile.....       | 8,061,899   |
| Number of tons of freight carried.....           | 1,820,881   |
| Number of tons of freight carried one mile ..... | 118,591,826 |

|                               |         |
|-------------------------------|---------|
| Passenger train mileage ..... | 223,708 |
| Freight train mileage.....    | 568,742 |
| All other train mileage ..... | 131,171 |

|                           |         |
|---------------------------|---------|
| Total train mileage ..... | 923,621 |
|---------------------------|---------|

| ITEM.  | Earnings.    | Expenses.    | Profit.         |
|--|--------------|--------------|-----------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$179,155 78 | \$148,212 50 | \$30,943 28     |
| Average per passenger carried.....   | 509          | 416          | 093             |
| Average per passenger per mile .....   | 022          | 018          | 004             |
| Average per passenger train per mile .....   | 80           | 66           | 14              |
| Freight earnings and expenses (including miscellaneous earnings).....                | 540,136 07   | 585,102 80   | Loss, 24,966 73 |
| Average per ton of freight carried.....  | 30           | 31           | 01              |
| Average per ton of freight per mile.....   | 00455        | 00476        | 00021           |
| Average per freight train per mile.....  | 95           | 99           | 04              |

### ITEM.

|   |                    |        |
|---|--------------------|--------|
| Computed on earnings from carrying passengers and freight only.               | Through and local. | Cents. |
| Average rate received per mile for carrying passengers, all classes .....     | 1.9                |        |
| Average rate received per mile per ton for carrying freight, all classes..... | 0.449              |        |

## Description of Road and Equipment.

### TRACK.

Miles owned, all in N. Y. State.

|  |        |
|--|--------|
| Main line from Chemung Junction to Canandaigua, single track ..... | 64.00  |
| Branches or other roads, single track .....                        | 35.61  |
| Total single track.....  | 99.61  |
| Second track on main line.....                                     | .08    |
| Sidings and turnouts on main line.....                             | 27.07  |
| Sidings and turnouts on branches or other roads .....              | 9.84   |
| Total sidings and turnouts.....                                    | 36.41  |
| Grand total of tracks, sidings and turnouts.....                   | 136.10 |
| Laid with steel rail, main line .....                              | 64.00  |
| Laid with steel rail, branches or other roads .....                | 34.78  |
| Laid with iron rail, branches or other roads.....                  | 0.83   |

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; iron, maximum, 60 lbs., minimum, 54 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

## DETAILS OF BRANCHES OF OTHER ROADS.

| OF BRANCH OR ROAD.    | From             | To                 | Entire length in New York State. | Owned or leased. | Miles laid with steel rail. | Miles laid with iron rail. |
|-----------------------|------------------|--------------------|----------------------------------|------------------|-----------------------------|----------------------------|
| Bay branch .....      | Stanley.....     | Sodus Point.....   | 34.18                            | Owned.           | 34.18                       | .....                      |
| Canandaigua Lake..... | Canandaigua..... | Canandaigua Lake.. | 1.43                             | Owned.           | 0.80                        | 0.83                       |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment — (Continued).

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges.....    | 6                              | 403.50            |
| Wooden bridges.....  | 29                             | 3,392.00          |
| Wooden trestles..... | 48                             | 4,418.00          |
| Total.....           | 83                             | 7,213.50          |

| EQUIPMENT.                  | No. leased. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------|-------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers..... | 2           | \$8,829               | 162,950                        | 9                              | 2                               | .....                             |
| Locomotives, 6 drivers..... | 14          | 12,444                | 136,200                        | 18                             | 6                               | .....                             |
| Locomotives, 4 drivers..... | 7           | 7,954                 | 170,800                        | 16                             | 7                               | .....                             |
| Total.....                  | 23          | .....                 | .....                          | .....                          | 15                              | 6                                 |

Westinghouse automatic air brake and Janney coupler are used on passenger cars; on freight cars the Westinghouse and hand brake are used, and the Janney and link and pin couplers.

Point switches are used on the main track.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles.....                       | 97.4                        |
| Total assessed value of real estate and personal property of company..... | \$1,077,227                 |
| Length of steel rails laid during year in repairs, miles.....             | 9.12                        |
| Railroads crossing road at grade.....                                     | 2                           |
| Railroads crossing road over or under grade.....                          | 5                           |
| Highway crossings at grade without protection.....                        | 118                         |
| Highway crossings at grade protected by gates or flagmen.....             | 4                           |
| Highway crossings over or under grade.....                                | 14                          |
| Overhead obstruction less than 20 feet above track.....                   | 9                           |

Passenger cars heated by steam, lighted with oil and gas and ventilated by deck sash

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....                                 | 54,816    | 3.01      |
| Grain.....                                 | 80,753    | 3.336     |
| Meats and provisions.....                  | 4,204     | .231      |
| Live stock.....                            | 18,983    | 8         |
| Lumber.....                                | 76,827    | 9         |
| Pig and bar iron and steel.....            | 63,014    | 1         |
| Iron or other ores.....                    | 19,492    | 1         |
| Coal and coke.....                         | 1,290,496 | 7         |
| Petroleum and other oils.....              | 4,437     | 3         |
| Manufactures.....                          | 127,156   | 8         |
| All other merchandise.....                 | 8,606     | 2         |
| All other agriculture products.....        | 51,716    | 0         |
| All other articles not included above..... | 40,441    | 1         |
| Total.....                                 | 1,820,881 | -         |

NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 1        | .....   | 1      |
| Employees.....  | 26       | .....   | 26     |
| Others.....     | 8        | 5       | 8      |
| Total.....      | 30       | 5       | 35     |

EMPLOYEES.

Average number of persons employed (including officials) during year... 701

For information concerning this report, address John S. Leib, Treasurer of Northern Central Railway Company, Baltimore, Md.

ELMIRA STATE LINE.

LESSOR.

LESSEE—TIOGA OF PENNSYLVANIA.

(Date of charter, April 21, 1872.)

For history of organization, etc., see Report of 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|                                   | COMMON.        |                  | Cash realized on amount outstanding. |
|-----------------------------------|----------------|------------------|--------------------------------------|
|                                   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter..... | 1,000          | \$100,000        | .....                                |
| Issued for actual cash.....       | 292            | \$29,200         | \$29,200                             |
| Issued for organization.....      | 610            | 61,000           | .....                                |
| Total now outstanding.....        | 902            | \$90,200         | \$29,200                             |

Number of stockholders..... 37

FUNDED DEBT.

| NATURE OF LIEN. | Date. | Term. years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------|-------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                 |       |              | Rate.     | When payable. |                    |                     |                                      |
| Age bonds ..    | 1875  | 20           | p.c.<br>7 | April & Oct.. | \$160,000          | \$160,000           | \$160,000                            |

## REPORT OF THE RAILROAD COMMISSIONERS.

| Cost of Road.                                   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Grading, masonry and ballast .....              |  | \$68,621 13                        |
| Bridges.....                                    |  | 11,678 63                          |
| Superstructure (including ties) and rails ..... |  | 88,400 49                          |
| Land, land damages and fences .....             |  | 12,874 97                          |
| Passenger and freight stations .....            |  | 3,747 81                           |
| Engine and car-houses .....                     |  | 1,000 00                           |
| Engineering expenses.....                       |  | 2,876 98                           |
| Total cost of road .....                        |  | <u>\$189,200 00</u>                |

## General Balance Sheet June 30, 1891.

| ASSETS.   |  |                     |
|---|--|---------------------|
| Cost of road.....                                     |  | \$189,200 00        |
| <i>Other permanent investments, as follows, viz.:</i> |  |                     |
| Due by the Tioga Railroad Company.....                |  | 61,000 00           |
|   |  | <u>\$250,200 00</u> |
| LIABILITIES.  |  |                     |
| Capital stock .....                                   |  | \$90,200 00         |
| Funded debt.....                                      |  | 160,000 00          |
|   |  | <u>\$250,200 00</u> |

## Officers of the Company.

| Name                  | Title.         | Official Address.                   |
|-----------------------|----------------|-------------------------------------|
| JOHN KING.....        | President..... | Post-office box 839, New York city. |
| A. R. MACDONOUGH..... | Secretary..... | Post-office box 839, New York city. |
| EDWARD WHITE.....     | Treasurer..... | Post-office box 839, New York city. |

## Directors of the Company.

| Name.                   | Residence.     |
|-------------------------|----------------|
| JOHN KING.....          | New York city. |
| JOHN G. McCULLOUGH..... | New York city. |
| H. H. COOK.....         | New York city. |
| E. B. THOMAS.....       | New York city. |
| J. B. RATHBONE.....     | Elmira, N. Y.  |
| S. T. REYNOLDS.....     | Elmira, N. Y.  |
| H. D. V. PRATT.....     | Elmira, N. Y.  |

Title of company, Elmira State Line Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address A. R. Macdonough, Secretary.

**ELMIRA AND WILLIAMSPORT.**

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, June 1, 1860.)

For history of organization, etc., see report of 1890.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | COMMON.        |            | PREFERRED.     |            |
|--|----------------|------------|----------------|------------|
|  | No. of shares. | Par value. | No. of shares. | Par value. |
| Authorized by law or charter, issued on account of reorganization of the Williamsport and Elmira railroad, foreclosed in 1860, and now outstanding ..... | 10,000         | \$500,000  | 10,000         | \$500,000  |

Grand total of common and preferred stock now outstanding..... \$1,000,000  
 Number of stockholders ..... 323

**FUNDED DEBT.**

| DESIGNATION OF LIEN.  | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. |
|-----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|
|                       |              |              | Rate.     | When payable.  |                    |                     |
| *Mortgage bonds ..... | May 11, 1860 | 20           | p.c.      |                |                    |                     |
| extended .....        | Jan. 1, 1880 | 30           | 7         | Jan. 1, July 1 | \$1,000,000        | \$1,000,000         |
| *Income bonds .....   | May 1, 1863  | 999          | 5         | Apr. 1, Oct. 1 | 570,000            | 570,000             |
| Total .....           |              |              |           |                | \$1,570,000        | \$1,570,000         |

**Cost of Road and Equipment.**Total cost up to  
June 30, 1891.

Total cost of road ..... \$2,218,000 00  
 Total cost of equipment..... 352,000 00  
 Grand total cost of road and equipment..... \$2,570,000 00

**Income Account for Year Ending June 30, 1891.**

Gross income from all sources, as follows, viz.:

From lease of road..... \$151,500 00  
 From dividends, etc..... 278 54  
 From other sources ..... 14,338 50  
 Total ..... \$166,117 04

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... \$88,500 00  
 Interest on capital stock ..... 3,000 00  
 Other than above..... 14,338 50  
 Total ..... 106,838 50

Net income from all sources ..... \$60,278 54

Amount set aside for account of reorganization of the Williamsport and Elmira railroad, etc.

|   |             |                    |
|---|-------------|--------------------|
| <i>Payments from net income, as follows, viz.:</i>                |             |                    |
| Dividends declared, 7 per cent on \$500,000 preferred stock ..... | \$38,250 00 |                    |
| Dividends declared, 5 per cent on \$500,000 common stock .....    | 23,750 00   |                    |
| Organization expenses .....                                       | 8,269 28    |                    |
| Other payments .....  | 9 26        |                    |
|   |             | <u>\$60,278 54</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |             |                       |
|---|-------------|-----------------------|
| Cost of road .....                            |             | \$2,218,000 00        |
| Cost of equipment .....                       |             | 362,000 00            |
| <i>Current assets, as follows, viz.:</i>      |             |                       |
| Cash on hand .....                            | \$754 91    |                       |
| Open accounts .....                           | 37,625 00   |                       |
| Sundries .....                                | 8,320 82    |                       |
|   |             | <u>41,700 73</u>      |
|   |             | <u>\$2,611,700 73</u> |
| LIABILITIES.                                  |             |                       |
| Capital stock .....                           |             | \$1,000,000 00        |
| Funded debt .....                             |             | 1,570,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued ..... | \$37,125 00 |                       |
| Sundries .....                                | 95 00       |                       |
|   |             | <u>37,220 00</u>      |
| Profit and loss account .....                 |             | 4,480 73              |
|   |             | <u>\$2,611,700 73</u> |

## Officers of the Company.

| Name.               | Title.                    | Official Address.                 |
|---------------------|---------------------------|-----------------------------------|
| THOMAS NEILSON....  | President.....            | 308 Walnut St., Philadelphia, Pa. |
| LEWIS P. GEIGER.... | Treasurer and Secretary.. | 308 Walnut St., Philadelphia, Pa. |

## Directors of the Company.

| Name.                | Residence.        |
|----------------------|-------------------|
| WM. READ FISHER..... | Philadelphia, Pa. |
| LEWIS P. GEIGER..... | Philadelphia, Pa. |
| WM. D. NEILSON.....  | Philadelphia, Pa. |
| HENRY A. FONDA.....  | Milton, Pa.       |
| MURRAY GORGAS.....   | Philadelphia, Pa. |
| CONRAD DIEHL.....    | New York city.    |

Title of company, The Elmira and Williamsport Railroad Company.  
 General offices at 308 Walnut street, Philadelphia, Pa.  
 Date of close of fiscal year, April 30.  
 Date of stockholders' annual meeting, first Monday in May.  
 For information concerning this report, address Lewis P. Geiger, Treasurer.

## ELMIRA AND WILLIAMSPORT.

## LESSEE.

## Income Account for Year Ending June 30, 1891.

|   |               |
|---|---------------|
| Gross earnings from operation .....                 | \$912,--      |
| Less operating expenses (excluding all taxes) ..... | 755,--        |
| Gross income from all sources .....                 | <u>\$156</u>  |
| <i>Deductions from income, as follows, viz.:</i>    |               |
| Rentals, etc .....                                  | \$178,618 33  |
| Taxes on property used in operation of road .....   | 2,482 42      |
|   | <u>181,--</u> |
| Deficit for year ending June 30, 1891 .....         | <u>\$24,8</u> |



## DETAILED STATEMENT OF RENTALS.

|   |              |
|---|--------------|
| Rental of railroad .....                          | \$151,500 00 |
| Interest on equipment.....                        | 17,259 54    |
| Rents .....                                       | 1,968 79     |
| Construction.....                                 | 7,900 00     |
| Total amount of rentals deducted from income..... | \$178,618 33 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                    | Passenger.   | Freight.     | Total.       |
|------------------------------------|--------------|--------------|--------------|
| Freight, through and local.....    |              | \$715,327 73 | \$715,327 73 |
| Passengers, through and local..... | \$168,374 23 |              | 168,374 23   |
| Mail.....                          | 17,464 42    |              | 17,464 42    |
| Express.....                       | 7,979 72     |              | 7,979 72     |
| Miscellaneous, as follows, viz:    |              |              |              |
| Rents .....                        | \$294 48     |              |              |
| Sundry sources.....                | 775 15       |              |              |
| Miscellaneous passenger.....       | 213 93       | 855 72       | 1,069 65     |
|                                    | 2,143 16     |              | 2,143 16     |
| Total gross earnings.....          | \$196,175 46 | \$716,183 45 | \$912,358 91 |

## OPERATING EXPENSES.

|   |              |              |              |
|---|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                         |              |              |              |
| Repairs of track .....  | \$15,601 54  | \$63,406 14  | \$78,007 68  |
| Steel rails laid, 1,339 tons, cost.....                           | 2,450 04     | 9,800 30     | 12,250 24    |
| Repairs of roadbed.....   | 3,610 99     | 14,443 97    | 18,054 96    |
| Repairs of bridges (including culverts and<br>cattle-guards)..... | 1,842 74     | 7,370 98     | 9,213 67     |
| Repairs of stations, shops, docks, etc.....                       | 1,902 43     | 8,771 31     | 10,673 74    |
| Repairs of fences.....  | 647 69       | 2,590 78     | 3,238 47     |
| Other expenses for maintenance of way<br>and structures.....      | 3,115 51     | 12,462 01    | 15,577 52    |
| Total .....   | \$28,570 94  | \$117,845 34 | \$146,416 28 |
| <i>Maintenance of equipment:</i>                                  |              |              |              |
| Repairs of locomotives.....                                       | \$12,163 45  | \$63,444 41  | \$75,607 86  |
| Repairs of cars .....   | 7,294 34     | 47,844 67    | 55,139 01    |
| Repairs of machinery and tools.....                               | 855 00       | 3,420 00     | 4,275 00     |
| Other expenses for maintenance of equip-<br>ment.....             | 5,456 68     | 13,102 39    | 18,559 07    |
| Total .....   | \$25,769 47  | \$127,811 47 | \$153,580 94 |
| <i>Conducting transportation:</i>                                 |              |              |              |
| Wages of conductors and men.....                                  | \$12,351 98  | \$55,234 73  | \$67,586 71  |
| Wages of engineers and firemen .....                              | 9,473 64     | 57,229 18    | 66,701 82    |
| Fuel for locomotives .....  | 8,786 52     | 66,183 94    | 74,970 46    |
| Oil and waste.....  | 950 10       | 4,835 51     | 5,785 61     |
| Water supply.....   | 522 98       | 2,091 93     | 2,614 91     |
| Other train supplies or expenses.....                             | 881 55       | 2,077 40     | 2,958 95     |
| Wages of station agents and clerks.....                           | 5,352 88     | 16,294 23    | 21,647 11    |
| Wages for labor at stations.....                                  | 814 28       | 11,778 82    | 12,593 10    |
| Station supplies.....   | 649 02       | 953 64       | 1,602 66     |
| Wages of watchmen, flagmen and switchmen                          | 1,487 97     | 6,302 11     | 7,790 08     |
| Other expenses for conducting transporta-<br>tion.....            | 2,766 73     | 5,690 82     | 8,457 55     |
| Total.....  | \$44,037 65  | \$228,671 31 | \$272,708 96 |
| <i>General expenses:</i>  |              |              |              |
| Salaries of general officers and clerks .....                     | \$3,528 72   | \$14,114 87  | \$17,643 59  |
| General office expenses and supplies.....                         | 162 91       | 651 66       | 814 57       |
| Printing and printing.....  | 2,400 76     | 4,801 69     | 7,202 45     |
| Freight agencies and advertising.....                             | 2,151 93     | 6,733 89     | 8,885 82     |
| Expenses.....   | 245 03       | 732 00       | 977 03       |
| Loss and damage of freight and baggage.....                       | 4,155 80     | 1,274 91     | 5,430 71     |
| Graph maintenance and operation.....                              | 3,843 04     | 13,336 46    | 17,179 50    |
| Charge of care of other companies (debit<br>receivable).....      | 6,102 79     | 118,677 82   | 124,780 61   |
| Total.....  | \$22,590 98  | \$160,323 30 | \$182,914 28 |
| Total operating expenses.....                                     | \$120,969 04 | \$634,651 42 | \$755,620 46 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Traffic and Mileage Statistics.

| ITEM.   | Through and local |
|---|-------------------|
| Number of passengers carried.....               | 238,889           |
| Number of passengers carried one mile .....     | 6,976,476         |
| Number of tons of freight carried.....          | 2,568,718         |
| Number of tons of freight carried one mile..... | 178,408,386       |
| Passenger train mileage.....                    | 189,326           |
| Freight train mileage.....                      | 796,746           |
| All other train mileage .....                   | 70,678            |
| Total train mileage .....                       | 1,056,692         |

| ITEM.  | Earnings.    | Expenses.    | Profit.     |
|--|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$196,175 46 | \$120,969 04 | \$75,206 42 |
| Average per passenger carried .....  | 82           | 51           | 31          |
| Average per passenger per mile .....   | 028          | 017          | 011         |
| Average per passenger train per mile.....  | 1 03         | 64           | 30          |
| Freight earnings and expenses (including miscellaneous earnings).....                | 716,183 45   | 634,651 42   | 81,532 03   |
| Average per ton of freight carried.....  | 27           | 34           | 03          |
| Average per ton of freight per mile.....   | 00413        | 00366        | 00047       |
| Average per freight train per mile.....  | 89           | 79           | 10          |

## ITEM.

|  |                           |
|--|---------------------------|
| Computed on earnings from carrying passengers and freight only.              | Through and local. Cents. |
| Average rate received per mile for carrying passengers, all classes .....    | 2.413                     |
| Average rate received per mile per ton for carrying freight, all classes.... | .413                      |

## Description of Road and Equipment.

| TRACK.  | MILES LEASED.          |                |
|---|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. |
| Main line from Williamsport, Pa. to Elmira, N. Y., single track ..... | 6.50                   | 75.50          |
| Second track on main line.....  | .37                    | .37            |
| Sidings and turnouts on main line .....                               | 5.46                   | 31.27          |
| Grand total of tracks, sidings and turnouts .....                     | 12.33                  | 107.14         |
| Laid with steel rail, main line .....                                 | 6.50                   | 75.50          |

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | Feet.             |              |                   |
| Iron bridges.....    | .....              | .....             | 1            | 4                 |
| Wooden bridges.....  | 5                  | 548               | 46           | 18                |
| Wooden trestles..... | .....              | .....             | 8            | 12                |
| Total .....          | 5                  | 548               | 55           | 36                |

## Description of Road and Equipment — (Continued).

| EQUIPMENT.                 | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|----------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers.... | 3          | 14          | 17            | \$9,840               | 171,288                        | 2.83                           | 17                              | .....                             |
| Locomotives, 6 drivers.... | 11         | .....       | 11            | 6,491                 | 136,200                        | 18.25                          | 3                               | .....                             |
| Locomotives, 4 drivers.... | 3          | 4           | 7             | 7,954                 | 170,800                        | 18                             | 6                               | 5                                 |
| Total .....                | 17         | 18          | 35            | .....                 | .....                          | .....                          | 26                              | 5                                 |
| Caboose, 4-wheel cars....  | 31         | .....       | 31            | \$600                 | .....                          | 5.5                            | .....                           | .....                             |
| Service cars.....          | 108        | .....       | 108           | 580                   | .....                          | .....                          | 3                               | .....                             |
| Total .....                | 139        | .....       | 139           | .....                 | .....                          | .....                          | 3                               | .....                             |

Passenger cars are equipped with the Westinghouse automatic air brake and Janney coupler; freight cars have the Westinghouse air brake, hand brake, Janney coupler and link and pin.

Point switches are used on main track.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Telegraph owned and operated by company, miles.....                       | 6.50            | 75.50        |
| Total assessed value of real estate and personal property of company..... | \$51,200        | .....        |
| Length of steel rails laid during year in repairs, miles....              | 3.48            | 22.52        |
| Highway crossings at grade without protection.....                        | 5               | 89           |
| Highway crossings at grade protected by gates or flagmen.....             | 1               | 3            |
| Highway crossings over or under grade.....                                | .....           | 3            |
| Overhead obstructions less than twenty feet above track..                 | 4               | 25           |

Passenger cars are heated by steam, lighted with oil and gas and ventilated by deck sash.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....                                 | 55,598    | 2.185     |
| Grain.....                                 | 44,197    | 1.721     |
| Meats and provisions.....                  | 4,184     | 0.163     |
| Live stock.....                            | 19,701    | 0.786     |
| Lumber.....                                | 182,417   | 7.101     |
| Pig and bar iron and steel.....            | 68,829    | 2.68      |
| Iron and other ores.....                   | 30,093    | 1.172     |
| Coal and coke.....                         | 1,843,799 | 71.779    |
| Petroleum and other oils.....              | 4,182     | 0.163     |
| Manufactures.....                          | 166,687   | 6.499     |
| All other merchandise.....                 | 37,999    | 1.479     |
| All other agricultural products.....       | 56,893    | 2.215     |
| All other articles not included above..... | 54,130    | 2.107     |
| Total.....                                 | 2,568,709 | 100       |

## NUMBER OF ACCIDENTS.

|                           | Injured. | Killed. | Total. |
|---------------------------|----------|---------|--------|
| .....                     | 13       | 1       | 14     |
| ..... not passengers..... | 2        | .....   | 2      |
| .....                     | 15       | 1       | 16     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 666  
 Aggregate amount of salaries and wages paid them during year..... \*\$193,962 41

For information concerning this report, address John S. Leib, Treasurer Northern Railway Company, Baltimore, Md.

## ERIE AND BLACK ROCK.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 28, 1882.)

For history of organization, and details, see Report of 1885.

## Capital Stock.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....                 | 250            | \$25,000         |
| † Issued for actual cash and now outstanding ..... | 96             | 9,600            |
| Number of stockholders.....                        |                | 19               |

## Cost of Road.

| ROAD.                                | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|--------------------------------------|--|---|
| Grading, masonry and ballast.....    |  | \$2,858 86                              |
| Superstructure (including ties)..... | \$77 63  | } 23,512 05                             |
| Rails .....                          | 367 08   |   |
| Land damages .....                   |  | 10,930 77                               |
| Fuel and water stations.....         |  | 216 80                                  |
| Other items.....                     |  | 473 82                                  |
| Total cost of road.....              | \$444 71   | \$37,291 79                             |

## General Balance Sheet June 30, 1891.

| ASSETS.  |                    |
|--|--------------------|
| Cost of road.....  | \$37,291 79        |
| Cash on hand .....   | 503 00             |
|  | <u>\$37,794 79</u> |
| LIABILITIES.   |                    |
| Capital stock.....   | \$960 00           |
| Advances made by New York, Lake Erie and Western Railroad Company, | 36,834 79          |
|  | <u>\$37,794 79</u> |

## Officers of the Company.

| Name.                 | Title.         | Official Address.                   |
|-----------------------|----------------|-------------------------------------|
| R. L. HOWARD .....    | President..... | Buffalo, N. Y.                      |
| A. R. MACDONOUGH..... | Secretary..... | Post-office box 839, New York city. |
| EDWARD WHITE.....     | Treasurer..... | Post-office box 839, New York city. |

\* Approximate.—R. R. Commissioners.

† Ten per cent paid in.

Directors of the Company.

| Name.                  | Residence.     |
|------------------------|----------------|
| BUFUS L. HOWARD .....  | Buffalo, N. Y. |
| GEORGE S. FIELD .....  | Buffalo, N. Y. |
| HENRY W. SPRAGUE ..... | Buffalo, N. Y. |
| JOHN KING .....        | New York city. |
| S. M. FELTON, JR. .... | New York city. |
| Geo. W. QUINTARD ..... | New York city. |
| A. R. MACDONOUGH ..... | New York city. |

Title of company, Erie and Black Rock Railroad Company.  
 General offices at 21 Cortlandt street, New York city.  
 Date of close of fiscal year, September 30.  
 Date of stockholders' annual meeting, second Tuesday in October.  
 For information concerning this report, address A. R. Macdonough, Secretary.

ERIE AND GENESEE VALLEY.

OPERATED (BUT NOT LEASED) BY NEW YORK, LAKE ERIE AND WESTERN.  
 (Date of charter, January 4, 1868.)

For history of organization and details, see Report of 1886.  
 No report received for year ending June 30, 1891.  
 The Board of Railroad Commissioners hears by common report, that the road of this company has recently been sold and that a reorganization is contemplated.

ERIE INTERNATIONAL.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.  
 (Date of charter, August 21, 1872.)

For history of organization, etc., see Report of 1885.

Capital Stock.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 500            | \$50,000         | \$50,000                             |

Number of stockholders ..... 8

Cost of Road.

| ROAD.                                 | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|---------------------------------------|--|---|
| Grading, masonry and ballast .....    |  | \$84,194 67                             |
| Bridges .....                         |  | 2,334 51                                |
| Superstructure (including ties) ..... | \$491 06   | 77,464 96                               |
| Rolls .....                           | 327 22   | 31,618 63                               |
| Land and land damages .....           |  | 113,990 04                              |
| Fences .....                          |  | 2,479 42                                |
| Passenger and freight stations .....  |  | 506 55                                  |
| Engine and car-houses .....           |  | 9,335 78                                |
| Engineering expenses .....            |  | 1,068 38                                |
| Telegraph line .....                  |  | 520 46                                  |
| Other items .....                     |  | 1,833 02                                |
| Second track .....                    |  | 28,269 77                               |
| Total cost of road .....              | \$818 27   | \$363,596 19                            |

## REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                 |
|---|-----------------|
| Switch for Pierce Steam Heating Co .....      | \$475 40        |
| Siding for Holland, Groves & Montgomery ..... | 343 87          |
| Total .....                                   | <u>\$818 27</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                     |
|---|---------------------|
| Cost of road .....  | \$353,596 19        |
| LIABILITIES.  |                     |
| Capital stock .....   | \$50,000 00         |
| Erie Railway Company advances .....                             | 232,516 55          |
| New York, Lake Erie and Western Railroad Company advances ..... | 71,079 64           |
|   | <u>\$353,596 19</u> |

## Officers of the Company.

| Name.                  | Title.         | Official Address.             |
|------------------------|----------------|-------------------------------|
| JOHN KING .....        | President..... | P. O. box 839, New York city. |
| A. R. MACDONOUGH ..... | Secretary..... | P. O. box 839, New York city. |
| EDWARD WHITE .....     | Treasurer..... | P. O. box 839, New York city. |

## Directors of the Company.

| Name.                    | Residence.     |
|--------------------------|----------------|
| JOHN KING.....           | New York city. |
| J. G. McCULLOUGH.....    | New York city. |
| WILLIAM LEBBEY.....      | New York city. |
| OGDEN MILLS .....        | New York city. |
| ANDREW DONALDSON .....   | New York city. |
| A. R. MACDONOUGH.....    | New York city. |
| GEORGE H. VAILLANT ..... | New York city. |

Title of company, Erie International Railway Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report, address A. R. Macdonough, Secretary.

## FITCHBURG.

(Date of charter, March 3, 1842.)

For history of organization, etc., see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter. {   | .....          | *                | .....          | .....            | .....                                |
|   | .....          | †                | .....          | .....            | .....                                |
|   | .....          | ‡                | .....          | .....            | .....                                |
| Issued for actual cash.....   | .....          | .....            | 51,994         | \$5,199,400      | \$5,19                               |
| Issued on account of consolidation and purchase of railroad and wharf property .... | 70,000         | \$7,000,000      | 112,982        | \$11,298,200     | \$11,29                              |
| Total now outstanding ....  | 70,000         | \$7,000,000      | 164,976        | \$16,497,600     | \$23,48                              |
| Grand total of common and preferred stock now outstanding.....                      |                |                  |                |                  | \$23,48                              |
| Number of stockholders.....   |                |                  |                |                  |                                      |

\* \$100,000 per mile of double track. † \$70,000 per mile of single track. ‡ \$3.00 for terminals at Boston.

FUNDED DEBT.

| DESIGNATION OF LIEN.       | Date.         | Term, years | INTEREST.    |                | Amount authorized. | Amount outstanding. |
|----------------------------|---------------|-------------|--------------|----------------|--------------------|---------------------|
|                            |               |             | Rate.        | When payable.  |                    |                     |
| Fitchburg Railroad bds.    | April 1, 1874 | 20          | <i>p. c.</i> | April and Oct. | \$500,000          | \$500,000           |
|                            | Oct. 1, 1877  | 20          | 7            | April and Oct. | 500,000            | 500,000             |
|                            | Oct. 1, 1879  | 20          | 8            | April and Oct. | 500,000            | 500,000             |
|                            | Oct. 1, 1880  | 20          | 8            | April and Oct. | 500,000            | 500,000             |
|                            | Oct. 1, 1881  | 20          | 8            | April and Oct. | 500,000            | 500,000             |
|                            | April 1, 1882 | 20          | 8            | April and Oct. | 500,000            | 500,000             |
|                            | April 1, 1883 | 20          | 8            | April and Oct. | 500,000            | 500,000             |
|                            | Mar. 1, 1884  | 20          | 4            | Mar. and Sept. | 500,000            | 500,000             |
|                            | June 1, 1885  | 20          | 4            | June and Dec.  | 500,000            | 500,000             |
|                            | Feb. 1, 1887  | 50          | 3*           | Feb. and Aug.  | 5,000,000          | 5,000,000           |
|                            | April 1, 1887 | 20          | 4            | April and Oct. | 1,500,000          | 1,500,000           |
|                            | Sept. 1, 1887 | 10          | 4½           | Mar. and Sept. | 3,000,000          | 2,250,000           |
|                            | May 1, 1888   | 20          | 5            | May and Nov.   | 2,000,000          | 2,000,000           |
|                            | Mar. 1, 1889  | 10          | 5            | Mar. and Sept. | 750,000            | 750,000             |
|                            | June 1, 1890  | 10          | 5            | June and Dec.  | 500,000            | 390,000             |
|                            | June 1, 1890  | 30          | 4            | June and Dec.  | 500,000            | 500,000             |
|                            | July 1, 1876  | 20          | 6            | Jan. and July  | .....              | 250,000             |
|                            | July 1, 1878  | 20          | 6            | Jan. and July  | .....              | 550,000             |
| Cheeshire Railroad bonds.. | July 1, 1874  | 50          | 7            | Jan. and July  | .....              | 577,000             |
|                            | April 1, 1873 | 20          | 7            | April and Oct. | .....              | 91,300              |
|                            | April 1, 1873 | 20          | 5            | April and Oct. | .....              | 399,700             |
|                            | July 1, 1875  | 20          | 3            | Jan. and July  | .....              | 186,300             |
|                            | July 1, 1875  | 20          | 6            | Jan. and July  | .....              | 67,300              |
|                            | Sept. 1, 1883 | 30          | 5            | Mar. and Sept. | 2,000,000          | 1,400,000           |
|                            | April 5, 1887 | 5           | 4            | Apr. and Oct.  | .....              | 500,000             |
|                            |               |             |              |                |                    |                     |
|                            |               |             |              |                |                    |                     |
|                            |               |             |              |                |                    |                     |
| Total .....                |               |             |              |                |                    | \$20,801,600        |

Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....              | .....  | \$885,358 13  |
| Bridges .....                                   | \$15,006 23  | 478,208 42  |
| Superstructure (including ties), rails .....    | .....  | 1,273,845 01  |
| Land, and land damages .....                    | 23,545 27  | 1,564,207 06  |
| Passenger and freight stations .....            | .....  | 836,408 00  |
| Engine and car-houses .....                     | 48,651 62  | 287,242 91  |
| Shops, machinery and tools .....                | .....  | 452,904 22  |
| Engineering expenses .....                      | .....  | 50,000 00   |
| Hooaac tunnel, dock and elevator .....          | .....  | 2,031,744 40  |
| Cheeshire consolidation .....                   | 3,525,000 00   | 3,525,000 00  |
| Purchase of constructed road .....              | 184,650 00   | 24,279,476 80   |
| Worcester division improvements .....           | .....  | 119,958 62  |
| Tunnel division improvements .....              | 3,746 98   | 278,032 04  |
| Western division improvements .....             | 25,388 06  | 880,458 02  |
| Somerville division improvements .....          | .....  | 355,281 30  |
| Roberts division improvements .....             | .....  | 33,015 81   |
| Prin land .....                                 | .....  | 14,351 38   |
| Wan bridge alterations .....                    | .....  | 7,622 14  |
| New freight yard and sidings .....              | .....  | 290,673 18  |
| New tunnel dock and elevator improvements ..... | 17,838 54  | 219,630 71  |
| Oth improvements .....                          | 9,118 22   | 15,375 63   |
| Cost of road .....                              | \$3,852,944 92   | \$37,378,257 78                                       |

\* 7 per cent for 5 years; 3½ per cent for second 5 years, and 4 per cent for the rest of 40 years.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|   | Passenger      | Freight.       | Total.         |
|---|----------------|----------------|----------------|
| <i>General expenses:</i>                                |                |                |                |
| Salaries of general officers and clerks.....            | \$56,760 98    | \$114,225 77   | \$170,986 75   |
| General office expenses and supplies.....               | 7,589 98       | 13,087 50      | 20,677 48      |
| Stationery and printing.....                            | 19,884 45      | 29,600 39      | 49,484 84      |
| Outside agencies and advertising.....                   | 18,856 67      | 407 71         | 19,264 38      |
| Legal expenses.....                                     | 6,931 48       | 10,826 85      | 17,758 33      |
| Loss and damage of freight and baggage...               | 293 13         | 13,542 01      | 13,835 14      |
| Damage to cattle and property.....                      | 4,941 97       | 8,392 64       | 13,334 61      |
| Injuries to persons.....                                | 17,654 85      | 25,035 90      | 42,690 75      |
| Telegraph maintenance and operation.....                | 30,729 81      | 48,064 56      | 78,794 37      |
| Mileage of cars of other companies (debit balance)..... | 27,215 16      | 189,157 21     | 216,372 37     |
| Other general expenses.....                             | 16,658 48      | 81,637 98      | 98,296 46      |
| Total.....  | \$207,525 91   | \$533,978 52   | \$741,504 43   |
| Grand total operating expenses.....                     | \$1,555,392 67 | \$3,362,205 96 | \$4,917,598 63 |

## General Balance Sheet April 30, 1890.

| ASSETS.   |              |  |                 |
|---|--------------|--|-----------------|
| Cost of road.....                                     |              |  | \$37,378,267 78 |
| Cost of equipment.....                                |              |  | 3,816,836 35    |
| <i>Other permanent investments, as follows, viz.:</i> |              |  |                 |
| Stock of other companies.....                         | \$157,260 00 |  |                 |
| Bonds of other companies.....                         | 90,600 00    |  |                 |
| Other investments.....                                | 1,582,268 57 |  | 1,780,128 57    |
| <i>Current assets, as follows, viz.:</i>              |              |  |                 |
| Cash on hand.....                                     | \$206,396 35 |  |                 |
| Bills receivable.....                                 | 178,015 00   |  |                 |
| Due by agents.....                                    | 571,086 96   |  |                 |
| Open accounts.....                                    | 1,874,787 45 |  |                 |
| Materials and supplies.....                           | 1,012,448 09 |  |                 |
|   |              |  | 3,842,703 85    |
|   |              |  | \$46,817,926 55 |
| LIABILITIES.  |              |  |                 |
| Capital stock.....                                    |              |  | \$28,497,600 00 |
| Funded debt.....                                      |              |  | 20,861,660 00   |
| <i>Current liabilities, as follows, viz.:</i>         |              |  |                 |
| Interest on funded debt due and accrued.....          | \$288,663 00 |  |                 |
| Dividends unpaid.....                                 | 231,948 70   |  |                 |
| Audited vouchers and pay-rolls.....                   | 340,499 59   |  |                 |
| Open accounts.....                                    | 429,235 43   |  |                 |
| Loans and bills payable.....                          | 675,000 00   |  |                 |
| Accrued taxes, not due.....                           | 131,840 75   |  |                 |
| Accrued rentals, not due.....                         | 69,295 00    |  |                 |
|   |              |  | 2,166,482 48    |
| Improvement fund.....                                 |              |  | 79,046 96       |
| Profit and loss (surplus).....                        |              |  | 273,197 11      |
|   |              |  | \$46,817,926 55 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.    | Local.     | Total.      |
|---|-------------|------------|-------------|
| Number of passengers carried.....           | 421,951     | 6,297,255  | 6,719,206   |
| Number of passengers carried one mile....   | 24,227,413  | 79,590,471 | 103,817,884 |
| Number of tons of freight carried.....      | 3,258,965   | 956,069    | 4,215,034   |
| Number of tons of freight carried one mile. | 393,054,395 | 44,165,241 | 437,219,636 |
| Passenger train mileage.....                |             |            | 2,000       |
| Freight train mileage.....                  |             |            | 3,111       |
| All other train mileage.....                |             |            | 1,180       |
| Total train mileage.....                    |             |            | 6,291       |



## Traffic and Mileage Statistics — (Continued).

| ITEM.   | Earnings.      | Expenses.      | Profit.      |
|---|----------------|----------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings). | \$2,192,421 97 | \$1,555,332 67 | \$637,089 30 |
| Average per passenger carried .....   | 3262           | 2314           | 0948         |
| Average per passenger per mile .....  | 0211           | 015            | 0061         |
| Average per passenger train per mile .....  | 1 0934         | 7757           | 3177         |
| Freight earnings and expenses (including miscellaneous earnings).                     | 4,387,900 07   | 3,862,205 96   | 1,025,694 11 |
| Average per ton of freight carried .....  | 1 041          | 7976           | 2434         |
| Average per ton of freight per mile .....   | 01             | 0077           | 0023         |
| Average per freight train per mile .....  | 1 409          | 1 08           | 329          |

| ITEM.<br>Computed on earnings from carrying passengers and freight only.       | Through. | Local. | Through and local. |
|--|----------|--------|--------------------|
|  | Cents.   | Cents. | Cents.             |
| Average rate received per mile for carrying passengers, all classes .....      | 1.9      | 1.86   | 1.87               |
| Average rate received per mile per ton for carrying freight, all classes ..... | .82      | 2.508  | .99                |

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.           |                | MILES LEASED.          |                | TOTAL MILES.           |                |
|---|------------------------|----------------|------------------------|----------------|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. |
| Main line from Boston to Troy and Rotterdam, single track .....         | 89.47                  | 196.63         | .....                  | 56.00          | 89.47                  | 251.63         |
| Main line from Ashburnham Junction to Bellows Falls, single track ..... | .....                  | 53.62          | .....                  | .....          | .....                  | 53.62          |
| Branches or other roads, single track .....                             | 25.62                  | 123.23         | 5.04                   | 7.84           | 30.66                  | 131.07         |
| Total single track .....  | 114.99                 | 372.48         | 5.04                   | 63.84          | 120.03                 | 436.32         |
| Second track on main line .....   | 4.51                   | 98.61          | .....                  | 56.00          | 4.51                   | 154.51         |
| Second track on branches or other roads .....                           | .....                  | .68            | .....                  | .....          | .....                  | .68            |
| Total second track .....  | 4.51                   | 99.19          | .....                  | 56.00          | 4.51                   | 155.19         |
| Third track on main line .....  | .....                  | 1.66           | .....                  | .....          | .....                  | 1.66           |
| Total sidings and turnouts .....  | 46.39                  | 217.11         | .79                    | 80.98          | 47.18                  | 248.09         |
| Grand total of tracks, sidings and turnouts .....                       | 165.89                 | 690.44         | 5.83                   | 150.82         | 171.72                 | 841.26         |
| Laid with steel rail, main line .....                                   | 93.98                  | 349.42         | .....                  | 112.00         | 93.98                  | 461.42         |
| l with steel rail, branches or other ads .....                          | 71.91                  | 336.02         | 5.83                   | 38.82          | 77.74                  | 374.84         |
| l with iron rail, branches or other ads .....                           | .....                  | 5.00           | .....                  | .....          | .....                  | 5.00           |

average life of rails — steel, 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 76 lbs., minimum, 60 lbs.; gauge of track, 4 feet 9 inches; graded with gravel.

## DETAILS OF BRANCHES OF OTHER ROADS.

| NAME OF BRANCH OR ROAD.                | From                  | To                              | Length in New York State. | Entire length. | Owned or leased. | Miles of double track. | Miles laid with steel rail. |
|--|-----------------------|---------------------------------|---------------------------|----------------|------------------|------------------------|-----------------------------|
| Boston ice track.....                  | Boston, Mass.....     | .....                           | .....                     | 6.68           | Owned..          | 6.68                   | 6.68                        |
| Watertown branch.....                  | Cambridge, Mass..     | Waltham, Mass.....              | .....                     | 6.60           | Owned..          | .....                  | 6.60                        |
| Marlboro branch.....                   | South Acton, Mass.    | Marlboro, Mass.....             | .....                     | 12.42          | Owned..          | .....                  | 12.42                       |
| Peterboro and Shirley branch.....      | Ayer, Mass.....       | Greenville, N. H.....           | .....                     | 23.62          | Owned..          | .....                  | 23.62                       |
| Ashburnham branch.....                 | Ashburnham, Mass.     | Ashburnham j'n., Mass.....      | .....                     | 2.59           | Owned..          | .....                  | 2.59                        |
| Turners' Falls branch.....             | Turners' Falls, Mass. | Turners' Falls j'n., Mass.....  | .....                     | 2.80           | Leased..         | .....                  | 2.80                        |
| Saratoga and Schuylerville branch..... | Mechanicville.....    | Saratoga and Schuylerville..... | 25.52                     | 25.52          | Owned..          | .....                  | 25.52                       |
| Bennington branch.....                 | Hoosac junction.....  | White Creek.....                | 5.04                      | 5.04           | Leased..         | .....                  | 5.04                        |
| Monadnock branch.....                  | Winchendon, Mass.     | Peterboro, N. H.....            | .....                     | 15.80          | Owned..          | .....                  | 15.80                       |
| Worcester division.....                | Winchendon, Mass.     | Worcester, Mass.....            | .....                     | 36.90          | Owned..          | .....                  | 36.90                       |

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | Feet.             |              | Feet.             |
| Iron bridges.....    | 34                 | 6,423             | 154          | 14,379            |
| Wooden bridges.....  | 6                  | 444               | 66           | 6,193             |
| Wooden trestles..... | 9                  | 3,178             | 21           | 7,464             |
| Total.....           | 49                 | 10,045            | 241          | 27,936            |

| EQUIPMENT.                          | No. owned. | No. leased. | Total number. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-------------|---------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers.....         | 28         | .....       | 28            | 193,600                        | 20                             | 28                              | .....                             |
| Locomotives, 6 drivers.....         | 70         | .....       | 70            | 180,750                        | 20                             | 70                              | .....                             |
| Locomotives, 4 drivers.....         | 115        | 8           | 123           | 167,280                        | 20                             | 117                             | 1                                 |
| Total.....                          | 213        | 8           | 221           | .....                          | .....                          | 212                             | 1                                 |
| First-class passengers cars.....    | 186        | 7           | 193           | 46,000                         | .....                          | 193                             | 193                               |
| Baggage, mail and express cars..... | 48         | 3           | 51            | 36,000                         | .....                          | 51                              | 51                                |
| Total.....                          | 234        | 10          | 244           | .....                          | .....                          | 244                             | 244                               |
| Box freight cars.....               | 3,933      | 297         | 4,230         | 24,000                         | .....                          | 522                             | 221                               |
| Stock freight cars.....             | 216        | .....       | 216           | 22,000                         | .....                          | 66                              | 18                                |
| Coal freight cars.....              | 654        | .....       | 654           | 20,000                         | .....                          | .....                           | .....                             |
| Flat freight cars.....              | 867        | .....       | 867           | 16,000                         | .....                          | 3                               | .....                             |
| Caboose, 4-wheel cars.....          | 88         | .....       | 88            | 19,000                         | .....                          | .....                           | .....                             |
| Caboose, 8-wheel cars.....          | 9          | .....       | 9             | 22,000                         | .....                          | .....                           | .....                             |
| Service cars.....                   | 241        | .....       | 241           | .....                          | .....                          | 30                              | .....                             |
| Total.....                          | 5,998      | 297         | 6,295         | .....                          | .....                          | 621                             | .....                             |

Cars are equipped with the Westinghouse automatic brake and Miller, Perry, Co's Dowling, Safford and Spooner & Hall couplers.  
Split switches in use on the entire road.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....                       | 80.25           | 130.78       |
| Total assessed value of real estate and personal property of company ..... | \$1,967,062 75  | .....        |
| Length of steel rails laid during year in repairs, miles ....              | 14              | 35           |
| Railroads crossing road at grade .....                                     | 3               | 11           |
| Railroads crossing road over or under grade .....                          | 2               | 8            |
| Highway crossings at grade without protection .....                        | 88              | 267          |
| Highway crossings at grade protected by gates or flagmen .....             | 10              | 100          |
| Highway crossings over or under grade .....                                | 32              | 107          |
| Overhead obstructions less than twenty feet above track ..                 | 21              | 64           |

Passenger cars are heated by steam from locomotive, lighted by centre and side lamps and ventilated by deck, sash, globe and Creamer ventilators and transoms.

The American Express Company and the National Express Company operate over this road.

Cars of Pullman's Palace Car Company and of the Wagner Palace Car Company run over this line.

Mails are carried at certain rates per mile based on weight, as established by the post-office department.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage.  | Per cent. |
|---|-----------|-----------|
| Flour .....                                 | 181,942   | 4.31      |
| Grain .....                                 | 394,911   | 9.36      |
| Meats and provisions .....                  | 218,867   | 5.20      |
| Live stock .....                            | 334,417   | 7.98      |
| Lumber .....                                | 303,941   | 7.21      |
| Pig and bar iron and steel .....            | 95,898    | 2.28      |
| Iron or other ores .....                    | 31,296    | .74       |
| Coal and coke .....                         | 799,022   | 19.00     |
| Petroleum and other oils .....              | 48,160    | 1.16      |
| All other manufacturers .....               | 380,317   | 9.03      |
| All other merchandise .....                 | 246,903   | 5.87      |
| All other agricultural products .....       | 369,252   | 8.71      |
| All other articles not included above ..... | 810,098   | 19.20     |
| Total .....                                 | 4,215,024 | 100       |

## NUMBER OF ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 23       | 1       | 24     |
| Employees .....  | 108      | 11      | 119    |
| Others .....     | 23       | 29      | 52     |
| Total .....      | 154      | 41      | 195    |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 4,972  
 Aggregate amount of salaries and wages paid them during year..... \$3,084,123 29

## Officers of the Company.

| Name.                | Title.                              | Official Address. |
|----------------------|-------------------------------------|-------------------|
| HENRY S. MARCY ..... | President .....                     | Boston, Mass.     |
| ROSE A. TORREY ..... | General Counsel .....               | Boston, Mass.     |
| IRL A. GLEASON ..... | Treasurer .....                     | Boston, Mass.     |
| W ADAMS .....        | General Superintendent .....        | Boston, Mass.     |
| WITMORE .....        | General Traffic Manager .....       | Boston, Mass.     |
| W. WHITCOMB .....    | Registrar .....                     | Boston, Mass.     |
| ANTHONY .....        | General Auditor .....               | Boston, Mass.     |
| CHEEVER .....        | Chief Engineer .....                | Fitchburg, Mass.  |
| CRANE .....          | General Freight Agent .....         | Boston, Mass.     |
| WATSON .....         | General Passenger Agent .....       | Boston, Mass.     |
| ROSE J. FISHER ..... | Purchasing Agent .....              | Boston, Mass.     |
| ANDREW STEWART ..... | Superintendent Motive Power .....   | Boston, Mass.     |
| MARDEN .....         | Superintendent Car Department ..... | Boston, Mass.     |
| W. GREEN .....       | Paymaster .....                     | Boston, Mass.     |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Directors of the Company.

| Name.                     | Residence.         |
|---------------------------|--------------------|
| HENRY S. MARCY .....      | Boston, Mass.      |
| ROBERT CODMAN .....       | Boston, Mass.      |
| RODNEY WALLACE .....      | Fitchburg, Mass.   |
| CHARLES T. CROCKER .....  | Fitchburg, Mass.   |
| JOHN QUINCY ADAMS .....   | Quincy, Mass.      |
| DAVID P. KIMBALL .....    | Boston, Mass.      |
| ALBERT O. HOUGHTON .....  | North Adams, Mass. |
| AUGUSTUS KOUNTZE .....    | New York city.     |
| FREDERICK L. AMES .....   | Easton, Mass.      |
| GEORGE HEYWOOD .....      | Concord, Mass.     |
| WILLIAM SEWARD WEBB ..... | New York city.     |
| FRANCIS SMITH .....       | Rockland, Me.      |
| WM. H. HOLLISTEE .....    | New York city.     |
| WM. A. RUSSELL .....      | Lawrence, Mass.    |
| EDWARD C. THAYER .....    | Keene, N. H.       |

Title of company, Fitchburg Railroad Company.

General offices at Boston, Mass.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in September.

For information concerning this report, address C. S. Anthony, General Auditor.

## FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Date of charter, January 17, 1867.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |            |
|--|----------------|------------|
|  | No. of shares. | Par value. |
| Authorized by law or charter .....   | 3,000          | \$300,000  |
| Issued for actual cash .....   | 500            | \$50,000   |
| Issued for the purpose of aiding the sale of bonds, the proceeds of both being used in the construction of the road. | 2,500          | 250,000    |
| Total now outstanding .....  | 3,000          | \$300,000  |

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on an out- |
|-----------------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------|
|                             |               |              | Rate.     | When payable. |                    |                     |                          |
| First mortgage....          | July 1, 1870  | 30           | p. c. 7   | Jan. & July   | \$300,000          | \$300,000           | 10                       |
| Consolidat'd mortgage ..... | April 1, 1881 | 40           | 6         | April & Oct.  | 200,000            | 200,000             | 10                       |
| Total .....                 |               |              |           |               | \$500,000          | \$500,000           | 10                       |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                      |  | \$199,643 15  |
| Bridges.....   |  | 12,545 70   |
| Superstructure (including ties), rails.....            |  | 113,340 08  |
| Land.....  |  | 93,581 66   |
| Fences.....  |  | 10,055 52   |
| Passenger and freight stations.....                    | \$5,780 15   | 103,780 75  |
| Engine and car-houses, shops, machinery and tools..... | 6,182 44   | 21,111 14   |
| Engineering expenses.....                              |  | 13,028 15   |
| Purchase of constructed road.....                      |  | 191,312 22  |
| Telegraph line.....                                    |  | 21 64   |
| Improvements.....                                      | 5,270 13   | 70,048 13   |
| Total cost of road.....                                | \$17,232 72  | \$828,468 14  |
| <b>EQUIPMENT.</b>                                      |  |   |
| Locomotives.....                                       |  | \$51,203 50   |
| Passenger cars.....                                    |  | 31,117 68   |
| Mail, baggage and express cars.....                    | \$2,679 00   | 6,949 00  |
| Freight and other cars.....                            |  | 18,688 29   |
| Total cost of equipment.....                           | \$2,679 00   | \$107,988 47  |
| Grand total cost of road and equipment.....            | \$19,911 72  | \$936,428 61  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| New freight coal station and office at Johnstown, balance of construction.....    | \$5,521 31  |
| New freight-house at Johnstown, balance of construction....                       | \$3,807 23  |
| Less amount received for insurance.....   | 2,000 00    |
|   | 1,607 23    |
| New passenger station at Gloversville, balance of construction.....               | 258 84      |
| New car shop at Gloversville, balance of construction.....                        | \$141 34    |
| Machinery for car shop.....   | 3,411 38    |
|   | 3,552 72    |
| Steel rails purchased and laid.....   | \$3,408 02  |
| Less amount received for old rails.....   | 854 65      |
|   | 2,551 37    |
| Construction of sewers in Sacandaga park.....                                     | 709 20      |
| Construction of new stone abutments for iron bridges to replace trestle work..... | 402 33      |
| New engine-house at Gloversville.....   | 2,629 72    |
| New baggage car.....  | 2,679 00    |
| Total.....  | \$19,911 72 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                             | \$228,593 67 |
| Less operating expenses (excluding all taxes).....             | 130,310 87   |
| Net earnings from operation.....                               | \$98,282 80  |
| <i>Income from other sources, as follows, viz.:</i>            |              |
| Miscellaneous.....   | 1,501 20     |
| Gross income from all sources.....                             | \$99,784 00  |
| <i>Deductions from income, as follows, viz.:</i>               |              |
| Interest on funded debt due and accrued.....                   | \$33,085 00  |
| Taxes on property used in operation of road.....               | 9,313 30     |
| Taxes on earnings and capital stock.....                       | 2,117 67     |
|  | 44,465 97    |
| Net income from all sources.....                               | \$55,318 03  |
| <i>Payments from net income, as follows, viz.:</i>             |              |
| Dividends declared, 10 per cent on \$500,000 common stock..... | 30,000 00    |
| Surplus for year ending June 30, 1891.....                     | \$25,318 03  |
| <b>General Income Account.</b>                                 |              |
| plus for year ending June 30, 1891.....                        | \$25,319 03  |
| plus up to June 30, 1890.....                                  | 137,093 66   |
| Total surplus June 30, 1891.....                               | \$162,351 69 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.  | Freight.     | Total.       |
|---|-------------|--------------|--------------|
| Freight, all local.....                 |             | \$127,959 98 | \$127,959 98 |
| Passengers, all local.....              | \$74,588 17 |              | 74,588 17    |
| Mail.....                               | 2,108 29    |              | 2,108 29     |
| Express.....                            | 19,216 28   |              | 19,216 28    |
| <i>Miscellaneous, as follows, viz.:</i> |             |              |              |
| Telegraph.....                          | 146 80      | 190 44       | 336 74       |
| Rents of buildings.....                 | 1,906 18    | 2,478 03     | 4,384 21     |
| Total gross earnings.....               | \$97,965 22 | \$130,628 45 | \$228,593 67 |

## OPERATING EXPENSES.

|  |             |             |             |
|--|-------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                      |             |             |             |
| Repairs of roadbed and track.....                              | \$11,643 04 | \$15,185 99 | \$26,779 08 |
| Repairs of bridges (including culverts and cattle-guards)..... | 128 75      | 156 28      | 285 03      |
| Repairs of stations, shops, docks, etc.....                    | 763 30      | 1,020 64    | 1,783 94    |
| Repairs of fences.....   | 808 26      | 401 09      | 709 85      |
| Total.....   | \$12,843 35 | \$16,714 00 | \$29,557 35 |

|                                  |            |            |             |
|----------------------------------|------------|------------|-------------|
| <i>Maintenance of equipment:</i> |            |            |             |
| Repairs of locomotives.....      | \$3,651 41 | \$4,747 85 | \$8,399 26  |
| Repairs of cars.....             | 2,585 64   | 3,361 85   | 5,946 99    |
| Total.....                       | \$6,237 05 | \$8,109 20 | \$14,346 25 |

|   |             |             |             |
|---|-------------|-------------|-------------|
| <i>Conducting transportation:</i>                 |             |             |             |
| Wages of conductors, baggagemen and brakemen..... | \$3,201 50  | \$4,472 25  | \$7,673 75  |
| Wages of engineers, firemen and wipers.....       | 3,508 60    | 4,912 04    | 8,420 64    |
| Fuel for locomotives.....                         | 3,918 95    | 5,486 52    | 9,405 47    |
| Oil and waste.....                                | 447 50      | 626 53      | 1,074 03    |
| Water supply.....                                 | 164 55      | 230 40      | 394 95      |
| Hire of locomotives.....                          | 1,250 00    | 1,250 00    | 2,500 00    |
| Wages of station agents and clerks.....           | 5,010 15    | 7,974 24    | 12,984 39   |
| Wages for handling freight.....                   |             | 9,662 11    | 9,662 11    |
| Station supplies.....                             | 977 35      | 1,368 33    | 2,345 68    |
| Wages of watchmen, flagmen and switchmen.....     | 691 80      | 968 60      | 1,660 40    |
| Other expenses for conducting transportation..... | 3,112 00    | 4,356 84    | 7,468 84    |
| Total.....  | \$22,282 40 | \$41,307 86 | \$63,590 26 |

|   |             |             |              |
|---|-------------|-------------|--------------|
| <i>General expenses:</i>                                |             |             |              |
| Salaries of general officers and clerks.....            | \$3,300 00  | \$4,200 00  | \$7,500 00   |
| General office expenses and supplies.....               | 60 90       | 85 19       | 146 09       |
| Stationery and printing.....                            | 596 95      | 835 72      | 1,432 67     |
| Legal expenses.....                                     | 398 75      | 438 27      | 837 02       |
| Loss and damage of freight.....                         |             | 4,191 62    | 4,191 62     |
| Damage to cattle and property.....                      | 80 40       | 112 60      | 193 00       |
| Injuries to persons.....                                | 65 00       |             | 65 00        |
| Mileage of cars of other companies (debit balance)..... |             | 1,284 22    | 1,284 22     |
| Other general expenses.....                             | 3,873 52    | 3,293 87    | 7,167 39     |
| Total.....  | \$3,375 52  | \$14,441 49 | \$22,817 01  |
| Grand total operating expenses.....                     | \$49,738 32 | \$80,572 55 | \$130,310 87 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |              |
|---|--------------|
| Cost of road.....                                     | \$828,468 14 |
| Cost of equipment.....                                | 107,958 47   |
| <i>Other permanent investments, as follows, viz.:</i> |              |
| Real estate.....                                      | 38,751 43    |

*Current assets, as follows, viz.:*

|                        |             |
|------------------------|-------------|
| Cash on hand .....     | \$19,095 86 |
| Bills receivable ..... | 1,992 61    |
| Open accounts .....    | 24,620 82   |
| Sinking fund .....     | 15,839 15   |

*Sundries:*

|                        |           |
|------------------------|-----------|
| Pay-roll .....         | 2,153 34  |
| Accrued interest ..... | 10,500 00 |

\$74,201 78

\$1,049,379 82

**LIABILITIES.**

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$300,000 00 |
| Funded debt .....   | 500,000 00   |

*Current liabilities, as follows, viz.:*

|   |            |
|---|------------|
| Interest on funded debt due and accrued ..... | 10,500 00  |
| Open accounts .....                           | 5,118 45   |
| Loans and bills payable .....                 | 68,696 26  |
| Sundries, wages and supplies .....            | 2,713 42   |
| Profit and loss (surplus) .....               | 162,351 69 |

\$1,049,379 82

**Traffic and Mileage Statistics.****ITEM.**

All local.

|  |           |
|--|-----------|
| Number of passengers carried .....               | 238,218   |
| Number of passengers carried one mile .....      | 2,548,932 |
| Number of tons of freight carried .....          | 128,557   |
| Number of tons of freight carried one mile ..... | 1,349,680 |

|                               |        |
|-------------------------------|--------|
| Passenger train mileage ..... | 34,496 |
| Freight train mileage .....   | 18,708 |
| All other train mileage ..... | 12,512 |

|                           |        |
|---------------------------|--------|
| Total train mileage ..... | 65,716 |
|---------------------------|--------|

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$97,965 22 | \$40,738 32 | \$48,226 90 |
| Average per passenger carried .....  | 411         | 209         | 202         |
| Average per passenger per mile .....   | 0384        | 0196        | 0188        |
| Average per passenger train per mile .....   | 2 08        | 1 06        | 1 02        |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 130,628 45  | 80,572 55   | 50,056 90   |
| Average per ton of freight carried .....   | 1 01        | 63          | 38          |
| Average per ton of freight per mile .....  | 096         | 069         | 037         |
| Average per freight train per mile .....   | 4 18        | 2 58        | 1 60        |

**ITEM.**

All local.

Computed on earnings from carrying passengers and freight only.

Cents.

|   |      |
|---|------|
| Average rate received per mile for carrying passengers, all classes .....     | 2.93 |
| Average rate received per mile per ton for carrying freight, all classes .... | 9.5  |

**Description of Road and Equipment.****TRACK.**

Miles owned, all in N. Y. State.

|  |       |
|--|-------|
| Main line from Fonda to Northville, single track ..... | 26.17 |
| Sidings and turnouts on main line .....                | 4.96  |
| Grand total of tracks, sidings and turnouts .....      | 31.13 |

|                                       |       |
|---------------------------------------|-------|
| Laid with steel rail, main line ..... | 14.65 |
| Laid with iron rail, main line .....  | 11.52 |

Weight of rails per yard, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## Description of Road and Equipment—(Continued).

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE. |                   |
|-----------------------|--------------------------------|-------------------|
|                       | Number.                        | Aggregate length. |
| Iron bridges .....    | .....                          | Feet. 441         |
| Wooden trestles ..... | .....                          | 343               |
| Total .....           | .....                          | 784               |

| EQUIPMENT.                           | No. owned. | No. leased. | Total number. | Average cost of each. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-------------|---------------|-----------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers .....         | 2          | 1           | 3             | \$7,890 98            | 3                               | .....                             |
| Locomotives, 4 drivers .....         | 3          | 1           | 4             | 11,243 51             | 4                               | .....                             |
| Total .....                          | 5          | 2           | 7             | .....                 | 7                               | .....                             |
| First-class passenger cars .....     | 10         | .....       | 10            | \$3,040 86            | 10                              | 10                                |
| Baggage, mail and express cars ..... | 4          | .....       | 4             | 1,590 00              | 4                               | 3                                 |
| Total .....                          | 14         | .....       | 14            | .....                 | 14                              | 13                                |
| Box freight cars .....               | 11         | .....       | 11            | \$688 50              | .....                           | .....                             |
| Flat freight cars .....              | 12         | .....       | 12            | 630 00                | .....                           | .....                             |
| Caboose, 4-wheel cars .....          | 1          | .....       | 1             | 430 00                | .....                           | .....                             |
| Total .....                          | 24         | .....       | 24            | .....                 | .....                           | .....                             |

Passenger cars are equipped with Eames' vacuum brake and Janney coupler. The old stub switches are being replaced by new split switches, as the former become worn out.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Highway crossings at grade without protection .....   | 37                          |
| Highway crossings at grade protected by flagmen ..... | 3                           |
| Highway crossings under grade .....                   | 1                           |

Passenger cars are heated by coal stoves, some having hot air carried along side of car, lighted by kerosene lamps and ventilated by ventilators in side of cars and in roof. The company receives \$2,102.64 per annum from the United States government for transportation of mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | *Tonnage. | Per cent. |
|---|-----------|-----------|
| Flour .....                                 | 3,880     | 3.02      |
| Grain .....                                 | 1,960     | 1.52      |
| Meats and provisions .....                  | 4,260     | .....     |
| Live stock .....                            | 175       | .....     |
| Lumber .....                                | 16,500    | 1         |
| Pig and bar iron and steel .....            | 500       | .....     |
| Coal and coke .....                         | 43,956    | .....     |
| Petroleum and other oils .....              | 2,325     | .....     |
| Manufactures .....                          | 33,500    | 2         |
| All other agricultural products .....       | 10,000    | .....     |
| All other articles not included above ..... | 8,511     | .....     |
| Total .....                                 | 128,557   | .....     |

\* Division of freight moved estimated, except coal.



## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | .....    | 1       | 1      |
| Employees.....  | .....    | 1       | 1      |
| Others.....     | 2        | 1       | 3      |
| Total.....      | 2        | 3       | 5      |

## EMPLOYEES.

Average number of persons employed (including officials) during year .. 142  
 Aggregate amount of salaries and wages paid them during year..... \$73,201 48

## Officers of the Company.

| Name.              | Title.                           | Official Address.   |
|--------------------|----------------------------------|---------------------|
| W. J. HEACOCK..... | President.....                   | Gloversville, N. Y. |
| D. A. WELLS.....   | Vice-President.....              | Johnstown, N. Y.    |
| JOHN McNAB.....    | Treasurer.....                   | Gloversville, N. Y. |
| L. CATEN.....      | Secretary and Superintendent.... | Gloversville, N. Y. |

## Directors of the Company.

| Name.               | Residence.          |
|---------------------|---------------------|
| W. J. HEACOCK.....  | Gloversville, N. Y. |
| JOHN McNAB.....     | Gloversville, N. Y. |
| L. CATEN.....       | Gloversville, N. Y. |
| C. W. JUDSON.....   | Gloversville, N. Y. |
| A. D. L. BAKER..... | Gloversville, N. Y. |
| H. H. PETTIT.....   | Gloversville, N. Y. |
| D. B. JUDSON.....   | Gloversville, N. Y. |
| D. A. WELLS.....    | Johnstown, N. Y.    |
| L. VEGHTE.....      | Johnstown, N. Y.    |
| M. WADE.....        | Johnstown, N. Y.    |
| H. VEGHTE.....      | Johnstown, N. Y.    |
| G. F. MILLS.....    | Fonda, N. Y.        |

Title of company, Fonda, Johnstown and Gloversville Railroad Company.

General offices at Gloversville, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address L. Caten, Superintendent.

## GENESEE VALLEY CANAL.

## LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 15, 1880.)

For history of organization, see Report of 1885.

## Capital Stock.

|  | COMMON.        |             | Cash realized on amount outstanding. |
|--|----------------|-------------|--------------------------------------|
|  | No. of shares. | Par value.  |                                      |
| Authorized by law or charter, issued for cash and now outstanding..... | 11,400         | \$1,140,000 | \$1,140,000                          |
| Number of stockholders.....  |                |             | 14                                   |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| Name.                    | Title.              | Official Address. |
|--------------------------|---------------------|-------------------|
| CALVIN H. ALLEN.....     | President.....      | New York city.    |
| SAMUEL G. DECOURSEY..... | Vice President..... | Philadelphia, Pa. |
| JOSEPH R. TRIMBLE.....   | Secretary.....      | Philadelphia, Pa. |
| FRANKLIN S. BUELL.....   | Treasurer.....      | Buffalo, N. Y.    |
| WM. L. DOYLE.....        | Auditor.....        | Buffalo, N. Y.    |

## Directors of the Company.

| Name.                    | Residence.        |
|--------------------------|-------------------|
| CALVIN H. ALLEN.....     | New York city.    |
| JOHN D. PROBST.....      | New York city.    |
| JAMES D. HANCOCK.....    | Buffalo, N. Y.    |
| ADOLPH ENGLER.....       | New York city.    |
| ISAAC N. SELIGMAN.....   | New York city.    |
| EDWARD L. OWEN.....      | New York city.    |
| CARL SCHURZ.....         | New York city.    |
| A. MARCUS.....           | New York city.    |
| SAMUEL G. DECOURSEY..... | Philadelphia, Pa. |
| GEORGE E. BARTOL.....    | Philadelphia, Pa. |
| E. W. CLARK, JR.....     | Philadelphia, Pa. |
| WM. T. TIERS.....        | Philadelphia, Pa. |
| PASCAL P. PRATT.....     | Buffalo, N. Y.    |

Title of company, Genesee Valley Canal Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John F. Reynolds, Acting Auditor.

## GENESEE VALLEY TERMINAL.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, August 14, 1882.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter and now outstanding..... | 5,000          | \$500,000        | \$479,570                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | Date.      | Term, years. |       | INTEREST.     | Amount authorized. | A. out. |
|---------------------------|------------|--------------|-------|---------------|--------------------|---------|
|                           |            |              | Rate. | When payable. |                    |         |
| First mortgage bonds..... | Nov., 1882 | 9            | P. C. | .....         | \$500,000          |         |

# GENESEE VALLEY TERMINAL.

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## Officers of the Company.

| <i>Name.</i>             | <i>Title.</i>       | <i>Official Address.</i> |
|--------------------------|---------------------|--------------------------|
| CALVIN H. ALLEN.....     | President.....      | New York city.           |
| SAMUEL G. DECOURSEY..... | Vice-President..... | Philadelphia, Pa.        |
| JOSEPH R. TRIMBLE.....   | Secretary.....      | Philadelphia, Pa.        |
| FRANKLIN S. BUELL.....   | Treasurer.....      | Buffalo, N. Y.           |
| WILLIAM L. DOYLE.....    | Auditor.....        | Buffalo, N. Y.           |

## Directors of the Company.

| <i>Name.</i>             | <i>Residence.</i> |
|--------------------------|-------------------|
| CALVIN H. ALLEN.....     | New York city.    |
| ADOLPH ENGLER.....       | New York city.    |
| JOHN D. PROBST.....      | New York city.    |
| EDWARD L. OWEN.....      | New York city.    |
| CARL SCHURZ.....         | New York city.    |
| ISAAC N. SELIGMAN.....   | New York city.    |
| A. MARCUS.....           | New York city.    |
| GUSTAVE E. KISSELL.....  | New York city.    |
| SAMUEL G. DECOURSEY..... | Philadelphia, Pa. |
| WILLIAM T. TIERS.....    | Philadelphia, Pa. |
| GEORGE E. BARTOL.....    | Philadelphia, Pa. |
| E. W. CLARK, JR.....     | Philadelphia, Pa. |
| PASCAL P. PRATT.....     | Buffalo, N. Y.    |

Title of company, Genesee Valley Terminal Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John F. Reynolds, Acting Auditor.

## GLENDALE AND EAST RIVER.

LESSOR.

LESSEE—NEW YORK, BROOKLYN AND MANHATTAN BEACH.

OPERATED BY THE LONG ISLAND.

(Date of charter, March 26, 1874.)

For history of organization, see Report of 1885.

## Capital Stock.

|                                   | COMMON.        |                  | Cash realized on amount outstanding. |
|-----------------------------------|----------------|------------------|--------------------------------------|
|                                   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter..... | 5,000          | \$500,000        |                                      |
| Issued and now outstanding.....   | 971            | 97,100           | \$7,460                              |

Number of stockholders ..... 15

## Cost of Road.

Cost of road up to June 30, 1891 ..... \$176,626 39

## General Balance Sheet June 30, 1891.

### ASSETS.

|                   |                     |
|-------------------|---------------------|
| Cost of road..... | \$176,626 39        |
| Interest.....     | 7,460 00            |
|                   | <u>\$184,086 39</u> |

| LIABILITIES.        |                     |
|---------------------|---------------------|
| Capital stock ..... | \$7,460 00          |
| Open accounts ..... | 176,626 39          |
|                     | <u>\$184,086 39</u> |

**Officers of the Company.**

| Name.               | Title.                | Official Address.         |
|---------------------|-----------------------|---------------------------|
| AUSTIN CORBIN.....  | President.....        | 192 Broadway, N. Y. city. |
| H. W. MAXWELL.....  | Vice-President.....   | 192 Broadway, N. Y. city. |
| W. G. WHEELER.....  | Treasurer.....        | 192 Broadway, N. Y. city. |
| D. S. VOORHEES..... | Acting Secretary..... | 192 Broadway, N. Y. city. |

**Directors of the Company.**

| Name.                 | Residence.                 |
|-----------------------|----------------------------|
| AUSTIN CORBIN.....    | New York city.             |
| J. ROGER MAXWELL..... | Brooklyn, N. Y.            |
| D. C. CORBIN.....     | Spokane Falls, Wash.       |
| F. W. DUNTON.....     | Hollis, P. O. L. I., N. Y. |
| J. D. BARTON.....     | Flushing, L. I.            |
| H. W. MAXWELL.....    | Brooklyn, N. Y.            |
| HENRY GRAVES.....     | Orange, N. J.              |

Title of company, Glendale and East River Railroad Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in November.

For information concerning this report, address W. G. Wheeler, Treasurer.

**GLENS FALLS.**

OWNED BY RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 20, 1867.)

For history of organization, see Report of 1885.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....          | 2,000          | \$200,000           | .....                                      |
| Issued for actual cash and now outstanding | 966            | 96,600              | \$96,600                                   |

**FUNDED DEBT.**

| DESIGNATION OF<br>LIEN. | Date. | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | re-<br>on an<br>outs-<br>in |
|-------------------------|-------|--------------|-----------|------------------|----------------------------|-----------------------------|-----------------------------|
|                         |       |              | Rate.     | When<br>payable. |                            |                             |                             |
| *First mortgage...      | 1869  | 35           | p.c.<br>7 | Jan. & July      | \$125,000                  | \$10,000                    | 1.                          |

\* Guaranteed by Rensselaer and Saratoga Railroad Company.

# GLENS FALLS.

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| Cost of Road.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry and ballast .....                       |  | \$97,908 48                        |
| Bridges .....  |  | 400 00                             |
| Superstructure (including ties) .....                    |  | 71,395 09                          |
| Land damages .....                                       |  | 18,809 97                          |
| Passenger and freight stations .....                     |  | 27,779 02                          |
| Engine and car-houses .....                              |  | 2,811 24                           |
| Engineering expenses .....                               |  | 6,275 87                           |
| Road built by contract, Fort Edward to Glens Falls ..... |  | 250,000 00                         |
| Telegraph line .....                                     |  | 1,866 98                           |
| <b>Total cost of road .....</b>                          |  | <b>\$456,431 38</b>                |

## General Balance Sheet June 30, 1891.

### ASSETS.

|                    |              |
|--------------------|--------------|
| Cost of road ..... | \$456,431 38 |
|--------------------|--------------|

### LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....   | \$96,600 00         |
| Funded debt .....   | 10,000 00           |
| <i>Current liabilities, as follows, viz.:</i>   |                     |
| Expended by Besselaer and Saratoga Railroad Company .....                                   | 143,400 00          |
| Expended by Delaware and Hudson Canal Company for extension of road<br>to Lake George ..... | 206,431 38          |
|   | <b>\$456,431 38</b> |

### \*Officers and Directors of the Company.

Title of company, Glens Falls Railroad Company.  
General offices at Troy, N. Y.  
Date of close of fiscal year, June 30.  
Date of stockholders' annual meeting, first Monday in June.  
For information concerning this report, address George H. Cramer, President.

## GOSHEN AND DECKERTOWN.

### LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 22, 1867.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|                                       | COMMON.        |                     |
|---------------------------------------|----------------|---------------------|
|                                       | No. of shares. | Total<br>par value. |
| Authorized by law or charter .....    | 36,000         | \$360,000           |
| Actual cash and now outstanding ..... | 9,619          | 96,190              |

as Besselaer and Saratoga. See lessor's report of that company.

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.        | Term,<br>years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|--------------|-----------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |              |                 | Rate.     | When<br>payable. |                            |                             |  |
| First mortg. bds...     | July 1, 1888 | 40              | p. c.     | Jan. 1, July 1   | \$240,000                  | \$186,500                   | \$186,500  |
| Second mortg. bds.      | Nov. 1, 1889 | 40              | e         | May 1, Nov. 1    | 60,000                     | 60,000                      | 60,000   |
| Total.....              |              |                 |           |                  | \$300,000                  | \$246,500                   | \$246,500  |

## Cost of Road.

|  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Grading, masonry and ballast.....                  | \$115,340 00                       |
| Bridges.....                                       | 4,150 00                           |
| Rails.....   | 117,079 63                         |
| Land damages.....                                  | 37,610 00                          |
| Passenger and freight stations.....                | 7,887 50                           |
| Engine and car-houses.....                         | 1,000 00                           |
| Interest and discount charged to construction..... | 8,633 62                           |
| Road built by contract.....                        | 50,989 25                          |
| Total cost of road.....                            | \$342,690 00                       |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| <i>Gross income from all sources, as follows, viz.:</i>      |             |
| Rental received from lessee.....                             | \$19,035 00 |
| <i>Deductions from income, as follows, viz.:</i>             |             |
| Interest on funded debt due and accrued.....                 | \$14,790 00 |
| Taxes on road and capital stock.....                         | 87 71       |
| Salaries.....  | 200 00      |
| Incidental expenses.....                                     | 3 00        |
|  | 15,060 71   |
| Net income from all sources.....                             | \$3,964 29  |
| <i>Payments from net income, as follows, viz.:</i>           |             |
| Dividends declared, 5 per cent on \$96,190 common stock..... | 4,909 50    |
| Deficit for year ending June 30, 1891.....                   | \$825 21    |

## General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$825 21   |
| Surplus up to June 30, 1890.....           | 4,375 54   |
| Total surplus June 30, 1891.....           | \$3,550 33 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |              |
|--|--------------|
| Cost of road.....                        | \$342,690 00 |
| <i>Current assets, as follows, viz.:</i> |              |
| Cash on hand.....                        | 3,550 33     |
|  | \$346,240 33 |

## LIABILITIES.

|                                |           |
|--------------------------------|-----------|
| Capital stock.....             | \$96,190  |
| Funded debt.....               | 246,500   |
| Profit and loss (surplus)..... | 3,550     |
|                                | \$346,240 |

## Officers of the Company.

| <i>Name.</i>      | <i>Title.</i>                | <i>Official Address.</i> |
|-------------------|------------------------------|--------------------------|
| G. W. MURRAY..... | President.....               | Goshen, N. Y.            |
| ROBERT YOUNG..... | Vice-President.....          | Florida, N. Y.           |
| C. S. YOUNG.....  | Secretary and Treasurer..... | Goshen, N. Y.            |

## Directors of the Company.

| <i>Name.</i>              | <i>Residence.</i>  |
|---------------------------|--------------------|
| G. W. MURRAY.....         | Goshen, N. Y.      |
| ROBERT YOUNG.....         | Florida, N. Y.     |
| LEWIS W. WILCOX.....      | Goshen, N. Y.      |
| GEO. S. VAIL.....         | Florida, N. Y.     |
| DEWITT C. JAYNE.....      | Florida, N. Y.     |
| CHAUNCEY HULSE.....       | Goshen, N. Y.      |
| DANIEL BAILEY.....        | Glenwood, N. J.    |
| STEWART YOUNG.....        | Florida, N. Y.     |
| CURTIS M. VAIL.....       | Florida, N. Y.     |
| NATHANIEL R. FRAGLES..... | Pine Island, N. Y. |
| GEO. GRIER.....           | Goshen, N. Y.      |
| ALFRED B. POST.....       | Goshen, N. Y.      |
| CHAS. S. YOUNG.....       | Goshen, N. Y.      |

Title of company, Goshen and Deckertown Railway Company.

General offices at Goshen, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, April 14.

For information concerning this report address, Charles S. Young, Treasurer.

## GRAND VIEW BEACH.

OPERATED BY ELECTRICAL POWER.

(Date of charter, January 30, 1889.)

The Grand View Beach Railroad Company was organized January 28, 1889, under the Railroad Act, passed April 2, 1850, with a capital stock of \$40,000, and to continue in existence fifty years. Articles of incorporation were filed January 30, 1889. The road was to extend from Charlotte, Monroe county, N. Y., along the shore of Lake Ontario, a distance of three and one-half miles, to Long Pond, same county and State.

February 18, 1890, the Board of Railroad Commissioners granted permission for the increase of the capital stock to \$100,000 and the extension of the road to Manitou Beach, a point four miles beyond Long Pond. This was accordingly done by action of the board of directors, February 27, 1890. Construction of the road was commenced about February 1, 1891, and operation June 1, 1891.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |            | Cash realized<br>on amount<br>outstanding. |
|--|----------------|------------|--|
|  | No. of shares. | Par value. |  |
| Authorized by law or charter.....      | 1,000          | \$100,000  | .....                                      |
| Issued for actual cash.....            | 400            | \$40,000   | \$40,000                                   |
| Issued on account of construction..... | 600            | 60,000     | 60,000                                     |
| Now outstanding.....                   | 1,000          | \$100,000  | \$100,000                                  |
| Number of stockholders.....            |                |            | 9  |

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.        | Term, years. | INTEREST.            |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|--------------|--------------|----------------------|------------------|----------------------------|-----------------------------|--|
|                         |              |              | Rate.                | When<br>payable. |                            |                             |  |
| First mortg. bds...     | Mar. 1, 1891 | 20           | <i>p</i><br><i>c</i> | Mar. 1, Sep. 1   | \$200,000                  | \$200,000                   | \$200,000  |

## Cost of Road and Equipment.

| ROAD.   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Grading, masonry and ballast .....                                      |  | \$294 24                           |
| Real estate .....   |  | 750 00                             |
| Right of way .....  |  | 52,537 55                          |
| Engineering expenses .....  |  | 3,163 02                           |
| Interest and discount charged to construction .....                     |  | 3,682 19                           |
| Road built and equipped by contract, including power and car-houses ... |  | 236,000 00                         |
| Telephone line .....  |  | 407 73                             |
| Buildings and fixtures not in contract .....                            |  | 550 94                             |
| Legal expenses .....  |  | 5,240 00                           |
| Sundry expenses .....   |  | 1,563 20                           |
| Total cost of road .....  |  | <u>\$308,887 82</u>                |

## EQUIPMENT.

|   |                     |
|---|---------------------|
| Motor cars and fixtures not in contract ..... | \$0 00              |
| Passenger car fixtures not in contract .....  | 84 20               |
| Total cost of equipment .....                 | <u>84 20</u>        |
| Grand total cost of road and equipment .....  | <u>\$308,972 02</u> |

## \* Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation .....                 | \$4,155 11        |
| Less operating expenses (excluding all taxes) ..... | 2,370 36          |
| Net earnings from operation .....                   | <u>\$1,784 75</u> |
| <i>Deductions from income, as follows, viz.:</i>    |                   |
| Interest on funded debt due and accrued .....       | \$980 00          |
| Taxes on property used in operation of road .....   | 12 80             |
|   | <u>992 80</u>     |
| Surplus for year ending June 30, 1891 .....         | <u>\$891 95</u>   |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.               |                   |
|-------------------------|-------------------|
| Passengers, local ..... | <u>\$4,155 11</u> |

## OPERATING EXPENSES.

|   |                 |
|---|-----------------|
| Maintenance of way and structures ..... | \$36 55         |
| Maintenance of equipment .....          | 243 08          |
|   | <u>\$279 63</u> |

## Conducting transportation:

|   |               |
|---|---------------|
| Wages of conductors and motor men .....               | 4             |
| Wages of engineers and firemen at power station ..... | 2             |
| Fuel for power station .....                          | 3             |
| Oil and waste .....                                   | 1             |
| Wages of watchmen and switchmen .....                 | 7             |
| Total .....   | <u>\$11 4</u> |

\* Operations cover about one month's time in the year ending June 30, 1891.



# GRAND VIEW BEACH.

263

|   |                   |
|---|-------------------|
| <i>General expenses:</i>                          |                   |
| Salaries of general officers and clerks .....     | \$180.00          |
| General office expenses and supplies .....        | 5 95              |
| Stationery and printing .....                     | 148 78            |
| Outside agencies and advertising .....            | 67 24             |
| Damage to property .....                          | 8 23              |
| Telephone maintenance and operation .....         | 16 00             |
| Other general expenses, insurance and rents ..... | 75 00             |
| <b>Total .....</b>                                | <b>\$499 15</b>   |
| <b>Grand total operating expenses .....</b>       | <b>\$2,270 26</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                     |
|---|---------------------|
| Cost of road and equipment .....              | \$308,975 05        |
| <i>Current assets, as follows, viz.:</i>      |                     |
| Cash on hand .....                            | 7,956 23            |
| <b>Total .....</b>                            | <b>\$311,931 28</b> |
| LIABILITIES.                                  |                     |
| Capital stock .....                           | \$100,000 00        |
| Funded debt .....                             | 200,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt due and accrued ..... | \$960 00            |
| Audited vouchers and pay-rolls .....          | 8,859 08            |
| Loans and bills payable .....                 | 1,200 00            |
| <b>Profit and loss (surplus) .....</b>        | <b>11,019 03</b>    |
| <b>Total .....</b>                            | <b>\$311,931 28</b> |

## Traffic and Mileage Statistics.

| ITEM.                                       | All local. |
|---|------------|
| Number of passengers carried .....          | 22,525     |
| Number of passengers carried one mile ..... | 157,675    |
| Passenger train mileage .....               | 14,800     |

| ITEM.  | Earnings.  | Expenses.  | Profit.    |
|--|------------|------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$4,155 11 | \$2,270 26 | \$1,884 85 |
| Average per passenger carried .....  | 18         | 10         | 08         |
| Average per passenger per mile .....   | 0263       | 0144       | 0119       |
| Average per passenger train per mile .....   | 2808       | 1533       | 1275       |

| ITEM.   | All local. |
|---|------------|
| Computed on earnings from carrying passengers only.                       | Cents.     |
| Average rate received per mile for carrying passengers, first-class ..... | 1.68       |

## Description of Road and Equipment.

| TRACK. |  | Miles owned, all in N. Y. State. |
|--------|--|----------------------------------|
| 1      | One, from Charlotte to Manitou Beach, single track .....   | 7.50                             |
| 1      | and turnouts on main line .....  | .25                              |
|        | <b>Total of tracks, sidings and turnouts .....</b>   | <b>7.75</b>                      |
| 1      | One steel rail, main line .....  | 7.75                             |
| 1      | Weight of rails per yard—steel, 40 lbs., gauge of track, 4 feet 8½ inches; ballasted gravel, sand and earth. |                                  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment — Continued.

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Wooden bridges.....  | 1                              | Feet.<br>15       |
| Wooden trestles..... | 9                              | 3,335             |
| Total .....          | 10                             | 3,350             |

| EQUIPMENT.                      | ENTIRE LINE IN NEW YORK STATE. |                       |                                |
|---------------------------------|--------------------------------|-----------------------|--------------------------------|
|                                 | No. owned.                     | Average cost of each. | Maximum weight of each in lbs. |
| Motor cars .....                | 1                              | *                     | 14,500                         |
| First-class passenger cars..... | 7                              | *                     | 4,000                          |

Hand-brake, link and pin coupler on cars  
Two Leary diamond switches, six tongue switches and eight street railway diamond switches on road.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telephone owned and operated by company, miles.....                               | 7.50                        |
| Road constructed and opened for business, if any, during the year.....            | 7.50                        |
| Cost of real estate now held by company, exclusive of that used in operation..... | \$750 00                    |
| Total assessed value of real estate and personal property of company.....         | \$2,000 00                  |
| Railroads crossing road at grade.....   | 1                           |
| Highway crossings at grade without protection.....                                | 4                           |

Cars are lighted by incandescent electric lamps.

## NUMBER OF ACCIDENTS.

|                        |   |
|------------------------|---|
| Injured, employee..... | 1 |
|------------------------|---|

## EMPLOYEES.

|  |            |
|--|------------|
| Average number of persons employed (including officials) during month..... | 25         |
| Aggregate amount of salaries and wages paid them during month.....         | \$1,435 00 |

## Officers of the Company.

| Name.                | Title.                       | Official Address. |
|----------------------|------------------------------|-------------------|
| H. H. CRAIG.....     | President.....               | Rochester, N. Y.  |
| M. DOYLE.....        | Vice-President.....          | Rochester, N. Y.  |
| J. MILLER KELLY..... | Secretary and Treasurer..... | Rochester, N. Y.  |
| JOHN D. LYNN.....    | Attorney.....                | Rochester, N. Y.  |
| E. A. ROWORTH.....   | Superintendent.....          | Rochester, N. Y.  |

## Directors of the Company.

| Name.                | Residence.       |
|----------------------|------------------|
| H. H. CRAIG.....     | Rochester, N. Y. |
| M. DOYLE.....        | Rochester, N. Y. |
| J. MILLER KELLY..... | Rochester, N. Y. |
| JOHN D. LYNN.....    | Rochester, N. Y. |
| JOHN N. BECKLEY..... | Rochester, N. Y. |
| V. FLECHENSTEIN..... | Rochester, N. Y. |
| H. G. TRAYER.....    | Rochester, N. Y. |
| W. H. CRENNELL.....  | Rochester, N. Y. |

\* Included in contract.

Title of company, Grand View Beach Railroad Company.  
 General offices at Greece, Monroe county, N. Y.  
 Date of close of fiscal year, January 1.  
 Date of stockholders' annual meeting, first Monday in February.  
 For information concerning this report, address J. Miller Kelly, Secretary, Rochester, N. Y.

**GREENE.****LESSOR.****LESSEE—DELAWARE, LACKAWANNA AND WESTERN.**

(Date of charter, October 18, 1869.)

For history of organization, etc., see Reports of 1885.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued on account of construction and now outstanding ..... | 2,000          | \$200,000        |
| Number of stockholders .....  |                | 14               |

**FUNDED DEBT.**

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| *First mortgage...   | Dec. 2, 1872 | 30           | p.c.<br>7 | June & Dec.   | \$200,000          | \$200,000           | .....                                |

**Cost of Road and Equipment.**

| ROAD.  |  | Total cost up to June 30, 1891. |
|--|--|---------------------------------|
| Grading, masonry and ballast .....   |  | \$107,928 43                    |
| Bridges .....  |  | 45,286 49                       |
| Superstructure (including ties) and rails .....  |  | 101,115 08                      |
| Land damages and fences .....  |  | 78,479 46                       |
| Engines and freight stations, engine and car-houses, shops, machinery tools, fuel and water stations ..... |  | 1,638 54                        |
| Interest and discount charged to construction .....  |  | 28,487 50                       |
| Cost of road .....   |  | \$362,885 50                    |

\* Issued and delivered at par to lessee for building road.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.  | Freight.    | Total.      |
|----------------------------|-------------|-------------|-------------|
| Freight, all local.....    |             | \$24,277 66 | \$24,277 66 |
| Passengers, all local..... | \$14,911 83 |             | 14,911 83   |
| Mail.....                  | 740 36      |             | 740 36      |
| Express.....               | 900 00      |             | 900 00      |
| Total gross earnings.....  | \$16,552 19 | \$24,277 66 | \$40,829 85 |

## OPERATING EXPENSES.

|  |             |            |             |
|--|-------------|------------|-------------|
| <i>Maintenance of way and structures:</i>                      |             |            |             |
| Repairs of track.....  | \$3,626 70  | \$1,206 92 | \$4,833 62  |
| Steel rails laid.....  | 723 99      | 241 82     | 965 81      |
| Repairs of roadbed.....  | 3,234 60    | 1,078 19   | 4,312 79    |
| Repairs of bridges (including culverts and cattle-guards)..... | 464 85      | 154 95     | 619 80      |
| Repairs of stations, shops, docks, etc.....                    | 43 65       | 14 55      | 58 20       |
| Repairs of fences.....   | 102 26      | 34 09      | 136 35      |
| Other expenses for maintenance of way and structures.....      | 1,575 00    | 525 00     | 2,100 00    |
| Total.....   | \$9,771 05  | \$3,257 02 | \$13,028 07 |
| <i>Maintenance of equipment:</i>                               |             |            |             |
| Repairs of locomotives.....                                    | \$269 64    | \$89 90    | \$359 54    |
| Repairs of cars.....   | 797 13      | 265 73     | 1,062 86    |
| Total.....   | \$1,066 77  | \$355 63   | \$1,422 40  |
| <i>Conducting transportation:</i>                              |             |            |             |
| Wages of conductors and men.....                               | \$1,365 00  | \$455 00   | \$1,820 00  |
| Wages of engineers and firemen.....                            | 1,683 00    | 561 00     | 2,244 00    |
| Fuel for locomotives.....                                      | 2,570 28    | 856 79     | 3,427 07    |
| Oil and waste.....   | 206 59      | 68 55      | 275 15      |
| Wages of station agents and clerks.....                        | 783 00      | 261 00     | 1,044 00    |
| Wages for labor at stations.....                               | 630 00      | 210 00     | 840 00      |
| Station supplies.....  | 225 00      | 75 00      | 300 00      |
| Other expenses for conducting transportation.....              | 63 75       | 21 25      | 85 00       |
| Total.....   | \$7,525 62  | \$2,508 60 | \$10,034 22 |
| <i>General expenses:</i>                                       |             |            |             |
| Salaries of general officers and clerks.....                   | \$1,125 00  | \$375 00   | \$1,500 00  |
| Stationery and printing.....                                   | 265 73      | 88 94      | 354 67      |
| Legal expenses and insurance.....                              | 298 59      | 99 56      | 398 15      |
| Loss and damage of freight and baggage.....                    | 94 50       | 31 61      | 126 01      |
| Mileage of cars of other companies (debit balance).....        | 458 31      | 152 80     | 611 11      |
| Other general expenses.....                                    | 848 46      | 282 83     | 1,131 29    |
| Total.....   | \$3,091 59  | \$1,030 64 | \$4,122 23  |
| Grand total operating expenses.....                            | \$21,455 03 | \$7,151 89 | \$28,606 92 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |          |
|--|----------|
| Cost of road and equipment.....          | \$12     |
| <i>Current assets, as follows, viz.:</i> |          |
| Cash on hand.....                        | 17       |
| Bills receivable.....                    |          |
|  | \$135.00 |

## LIABILITIES.

|                                 |                     |
|---------------------------------|---------------------|
| Capital stock .....             | \$118,000 00        |
| Profit and loss (surplus) ..... | 17,622 86           |
|                                 | <u>\$135,622 86</u> |

## Traffic and Mileage Statistics.

| ITEM.  | All local.    |
|--|---------------|
| Number of passengers carried .....               | 29,822        |
| Number of passengers carried one mile .....      | 417,508       |
| Number of tons of freight carried .....          | 26,730        |
| Number of tons of freight carried one mile ..... | 614,220       |
| Passenger train mileage .....                    | 27,512        |
| Freight train mileage .....                      | 9,170         |
| All other train mileage .....                    | 1,560         |
| Total train mileage .....                        | <u>38,232</u> |

| ITEM.  | Earnings.   | Expenses.   | Loss.                |
|--|-------------|-------------|----------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$16,552 19 | \$21,455 03 | \$4,902 84           |
| Average per passenger carried .....  | 555         | 719         | 164                  |
| Average per passenger per mile .....   | 039         | 060         | 011                  |
| Average per passenger train per mile .....   | 602         | 779         | 177                  |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 24,277 66   | 7,151 89    | Profit.<br>17,125 77 |
| Average per ton of freight carried .....   | 66          | 19          | 47                   |
| Average per ton of freight per mile .....  | 047         | 014         | 033                  |
| Average per freight train per mile .....   | 2 64        | 78          | 1 86                 |

## ITEM.

All local.

|   |        |
|---|--------|
| Computed on earnings from carrying passengers and freight only.             | Cents. |
| Average rate received per mile for carrying passengers, all classes .....   | 3.571  |
| Average rate received per mile per ton for carrying freight, all classes .. | 4.7    |

## Description of Road and Equipment.

Miles owned, all  
in N. Y. State.

| TRACK.   |              |
|--|--------------|
| Main line from Greenwich to Johnsonville, single track ..... | 14.65        |
| Sidings and turnouts on main line .....                      | 1.60         |
| Grand total of tracks, sidings and turnouts .....            | <u>16.15</u> |
| Laid with steel rail, main line .....                        | 14.65        |

Average life of rails—steel, new; average life of ties, 8 years; weight of rails per yard, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## BRIDGES.

ENTIRE LINE IN NEW YORK  
STATE.

|                    | Number. | Aggregate length. |
|--------------------|---------|-------------------|
| bridges .....      | 1       | Feet.<br>22       |
| den bridges .....  | 24      | 610               |
| den trestles ..... | 3       | 350               |
| al .....           | 28      | 982               |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....         | 2          | \$6,500               | 72,000                         | 2                               | .....                             |
| First-class passenger cars.....      | 1          | .....                 | .....                          | 1                               | 1                                 |
| Baggage, mail and express cars ..... | 1          | .....                 | .....                          | 1                               | 1                                 |
| Total .....                          | 2          | .....                 | .....                          | 2                               | 2                                 |
| Flat freight cars.....               | 3          | .....                 | .....                          | .....                           | .....                             |

Passenger and express cars are equipped with Miller platform and buffer and Westinghouse air brake.

Automatic safety and ordinary switches in use on this road.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Railroads crossing road at grade.....              | 1                           |
| Highway crossings at grade without protection..... | 12                          |

Passenger cars are heated by coal stoves, lighted with kerosene oil and ventilated in deck.

National Express Company runs over this line and pays \$75 per month.

United States government pays for transportation of mails over this road \$740.36 a year for five years.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 409      | 1.1       |
| Grain.....                                 | 1,068    | 2.9       |
| Live stock.....                            | 21       | .1        |
| Lumber.....                                | 3,035    | 8.3       |
| Iron or other ores.....                    | 327      | .9        |
| Coal and coke.....                         | 13,303   | 36.3      |
| Petroleum and other oils.....              | 186      | .5        |
| All other manufactures.....                | 9,068    | 24.6      |
| All other merchandise.....                 | 1,806    | 5         |
| All other agricultural products.....       | 2,344    | 6.4       |
| All other articles not included above..... | 5,143    | 14        |
| Total.....                                 | 36,700   | 100       |

## EMPLOYEES.

|   |                      |
|---|----------------------|
| Average number of persons employed (including officials) during year... |                      |
| Aggregate amount of salaries and wages paid them during year .....      | \$12,7 <sup>00</sup> |

## Officers of the Company.

| Name.                 | Title.              | Official Address.      |
|-----------------------|---------------------|------------------------|
| WM. D. ROBERTSON..... | President.....      | North Greenwich, N. Y. |
| HOBSON COTTRELL.....  | Vice-President..... | Greenwich, N. Y.       |
| E. H. GIBSON.....     | Secretary.....      | Greenwich, N. Y.       |
| O. H. VAN NESS.....   | Treasurer.....      | Greenwich, N. Y.       |
| J. H. THOMPSON.....   | Superintendent..... | Greenwich, N. Y.       |

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i>      |
|------------------------|------------------------|
| WM. D. ROBERTSON ..... | North Greenwich, N. Y. |
| HORTON COTTRELL .....  | Greenwich, N. Y.       |
| HENRY GRAY .....       | Greenwich, N. Y.       |
| J. H. THOMPSON .....   | Greenwich, N. Y.       |
| W. L. COZZENS .....    | Greenwich, N. Y.       |
| W. L. MOWBY .....      | Greenwich, N. Y.       |
| E. H. GIBSON .....     | Greenwich, N. Y.       |
| WALDEN EDDY .....      | Greenwich, N. Y.       |
| CHARLES GRIFFIN .....  | Greenwich, N. Y.       |
| C. H. VAN NESS .....   | Greenwich, N. Y.       |
| ROBERT McMURRAY .....  | West Cambridge, N. Y.  |
| EDWARD WHITESIDE ..... | South Cambridge, N. Y. |
| A. B. COLE .....       | Greenwich, N. Y.       |

Title of company, Greenwich and Johnsonville Railway Company.

General offices at Greenwich, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in October.

For information concerning this report address C. H. Van Ness, Treasurer.

## HARLEM RIVER AND PORT CHESTER.

LESSOR.

LESSEE—NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, April 23, 1866.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |             | Cash realized on amount outstanding. |
|---|----------------|-------------|--------------------------------------|
|   | No. of shares. | Par value.  |                                      |
| Authorized by law or charter .....          | 10,000         | \$1,000,000 | .....                                |
| Issued for actual cash and now outstanding. | 4,255          | 425,590     | \$42,250                             |

Number of stockholders..... 14

## FUNDED DEBT.

| DESCRIPTION OF DEBT. | Date. | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|-------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |       |              | Rate.     | When payable. |                    |                     |                                      |
| P. 1st mort. bonds.  | 1873  | 30           | D.C. 7    | April & Oct.  | \$1,000,000        | \$1,000,000         | \$1,000,000                          |
| P. 2d mort. bonds.   | 1873  | 30           | 6         | April & Oct.  | 1,000,000          | 1,000,000           | 1,000,000                            |
| S. 3d mort. bds.     | 1881  | 30           | 4         | June & Dec.   | 1,000,000          | 1,000,000           | 1,000,000                            |
| Total .....          |       |              |           |               | \$3,000,000        | \$3,000,000         | \$3,000,000                          |

## REPORT OF THE RAILROAD COMMISSIONERS.

| Cost of Road.                                       | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Grading, masonry and ballast .....                  | \$546,188 38                       |
| Bridges.....  | 304,962 91                         |
| Superstructure (including ties) .....               | 422,440 96                         |
| Land and land damages .....                         | 577,891 29                         |
| Fences.....   | 16,771 87                          |
| Passenger and freight stations .....                | 51,544 36                          |
| Engine and car-houses.....                          | 28,966 08                          |
| Engineering expenses.....                           | 75,143 54                          |
| Interest and discount charged to construction ..... | 650,668 02                         |
| Wharfing.....                                       | 282,264 53                         |
| Printing and stationery .....                       | 2,413 67                           |
| Legal expenses.....                                 | 15,743 73                          |
| Taxes.....  | 11,666 51                          |
| Total cost of road.....                             | <u>\$3,066,700 17</u>              |

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |                       |
|--|-----------------------|
| Cost of road.....                        | \$3,066,700 17        |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand .....                       | 80 00                 |
|  | <u>\$3,066,780 17</u> |
| LIABILITIES.                             |                       |
| Capital stock.....                       | \$42,260 00           |
| Funded debt.....                         | 3,000,000 00          |
| Open accounts.....                       | 24,630 17             |
|  | <u>\$3,066,780 17</u> |

## Officers of the Company.

| Name.                   | Title.              | Official Address.                |
|-------------------------|---------------------|----------------------------------|
| E. M. REED.....         | President.....      | Grand Central Depot, N. Y. city. |
| CHARLES P. CLARK.....   | Vice-President..... | Grand Central Depot, N. Y. city. |
| WILLIAM L. SQUIRE.....  | Treasurer .....     | Grand Central Depot, N. Y. city. |
| WILLIAM E. BARNETT..... | Secretary .....     | Grand Central Depot, N. Y. city. |

## Directors of the Company.

| Name.                      | Residence.        |
|----------------------------|-------------------|
| CHARLES P. CLARK .....     | New Haven, Conn.  |
| WILSON G. HUNT .....       | New York city.    |
| WILLIAM D. BISHOP .....    | Bridgeport, Conn. |
| NATHANIEL WHEELER .....    | Bridgeport, Conn. |
| E. I. SANFORD .....        | Bridgeport, Conn. |
| EZEKIEL H. TROWBRIDGE..... | New Haven, Conn.  |
| JOSEPH PARK .....          | New York city.    |
| EDWARD M. REED.....        | New Haven, Conn.  |
| GEORGE B. CARHART.....     | Brooklyn, N. Y.   |
| WILLIAM E. BARNETT .....   | New Haven, Conn.  |
| WILLARD PARKER.....        | New York city.    |
| HENRY C. ROBINSON.....     | Hartford, Conn.   |
| WILLIAM L. SQUIRE .....    | New Haven Conn.   |

Title of company, The Harlem River and Port Chester Railroad Company.

General offices at Grand Central Depot, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Saturday in April.

For information concerning this report, address William E. Barnett, Secretary.



## HARTFORD AND CONNECTICUT WESTERN.

LESSOR.

LESSEE—CENTRAL NEW ENGLAND AND WESTERN.

(Date of charter, March 31, 1881.)

For history of organization, etc., see Reports of 1886 and 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |             |
|---|----------------|-------------|
|   | No. of shares. | Par value.  |
| Authorized by law or charter .....                              | 30,000         | \$3,000,000 |
| Issued for bonds .....  | 18,702         | \$1,870,200 |
| Issued for purchase of Rhinebeck and Connecticut railroad ..... | 8,000          | 800,000     |
| Total now outstanding .....                                     | 26,702         | \$2,670,200 |

Number of stockholders..... 682

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.         | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|---------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |               |              | Date.     | When payable.  |                    |                     |                                      |
| First mortg. bonds   | June 30, 1883 | 20           | p c.<br>5 | Jan. 1, July 1 | \$700,000          | \$700,000           | \$700,000                            |

## Cost of Road and Equipment.

Total cost up to June 30, 1891.

|  |                |
|--|----------------|
| Total cost of road .....                     | \$2,921,747 46 |
| Total cost of equipment .....                | 378,867 97     |
| Grand total cost of road and equipment ..... | \$3,295,615 43 |

## \*Income Account for Year Ending June 30, 1891.

## General Income Account.

|  |              |
|--|--------------|
| Surplus June 30, 1889, and June 30, 1890 .....                                       | \$105,554 13 |
| Amounts transferred under lease to Central New England and Western Railroad Company: |              |
| Assets .....   | \$201,541 81 |
| Liabilities .....  | 86,125 36    |
| Assets charged off .....   | \$115,416 45 |
|  | 448 19       |
|  | 115,864 64   |
| Surplus deficit, June 30, 1891 .....   | \$10,310 51  |

Hartford and Connecticut Western Railroad is leased to Central New England and Western Railroad Company for 2 per cent on the capital stock and interest on bonds, which amounts are paid directly to the holders by the Central New England and Western Railroad Company.

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.   |                               |                              |
|---|-------------------------------|------------------------------|
| Cost of road.....                                     |                               | \$2,921,747 46               |
| Cost of equipment.....                                |                               | 373,867 97                   |
| <i>Other permanent investments, as follows, viz.:</i> |                               |                              |
| Real estate.....                                      |                               | 99,086 47                    |
| Springfield and Connecticut railroad .....            |                               | 57,673 68                    |
| Profit and loss (deficiency).....                     |                               | 10,310 61                    |
|   |                               | <u>\$3,443,607 39</u>        |
| LIABILITIES.  |                               |                              |
| Capital stock.....                                    | { \$2,670,900 00<br>49,800 00 |                              |
| Funded debt.....                                      |                               | \$2,720,000 00<br>700,000 00 |
| <i>Current liabilities, as follows, viz.:</i>         |                               |                              |
| Loans and bills payable .....                         |                               | 22,697 38                    |
|   |                               | <u>\$3,443,607 39</u>        |

## Officers of the Company.

| Name.                 | Title.                        | Official Address. |
|-----------------------|-------------------------------|-------------------|
| H. O. SEIKAS .....    | President .....               | New York city.    |
| J. O. PHELPS .....    | Vice-President .....          | Simsbury, Conn.   |
| E. R. BEARDSLEY ..... | Secretary and Treasurer ..... | Hartford, Conn.   |
| H. W. WATSON.....     | Auditor .....                 | Hartford, Conn.   |

## Directors of the Company.

| Name.                   | Residence.           |
|-------------------------|----------------------|
| HENRY O. SEIKAS .....   | New York city.       |
| JOHN B. WILSON.....     | New York city.       |
| JOHN W. BROOK .....     | Philadelphia, Pa.    |
| ARTHUR E. NEWBOLD ..... | Philadelphia, Pa.    |
| W. W. GIBBS .....       | Philadelphia, Pa.    |
| W. B. SCOTT .....       | Philadelphia, Pa.    |
| C. TOWER, JR. ....      | Philadelphia, Pa.    |
| J. H. APPLETON .....    | Springfield, Mass.   |
| H. A. BOTSFORD .....    | Hartford, Conn.      |
| J. O. PHELPS .....      | Simsbury, Conn.      |
| HENRY GAY .....         | West Winsted, Conn.  |
| FREDERICK MILES .....   | Chapinville, Conn.   |
| E. W. SPURR .....       | Falls Village, Conn. |

Title of company, Hartford and Connecticut Western Railroad Company.

General offices at Hartford, Conn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in December.

For information concerning this report, address H. W. Watson, Auditor.

## HAYT'S [CORNERS, OVID AND WILLARD.

## LESSOR.

## LESSEE—LEHIGH VALLEY RAILROAD COMPANY.

(Date of charter, September 15, 1882.)

For history of organization, see Report of 1886.

## Capital Stock.

|  | COMMON.        |       |
|--|----------------|-------|
|  | No. of shares. | Par v |
| Authorized by law or charter.....                | 400            | \$4   |
| Issued for actual cash and now outstanding ..... | 41             |       |

Number of stockholders.....

# HAYT'S CORNERS, OVID AND WILLARD.

275

## Cost of Road.

Total cost up to  
June 30, 1891.

Land and land damages..... \$2,278 82

## Officers of the Company.

| Name.                | Title.          | Official Address. |
|----------------------|-----------------|-------------------|
| JAMES B. THOMAS..... | President ..... | Ovid, N. Y.       |
| WILLIAM JONES .....  | Treasurer.....  | Ovid, N. Y.       |
| JOHN F. COVERT.....  | Secretary ..... | Ovid, N. Y.       |

## Directors of the Company.

| Name.                    | Residence.            |
|--------------------------|-----------------------|
| GEORGE W. JACACKS.....   | Ovid, N. Y.           |
| JAMES B. THOMAS .....    | Ovid, N. Y.           |
| WILLIAM JONES .....      | Ovid, N. Y.           |
| WILLIAM C. HAZLETON..... | Ovid, N. Y.           |
| CHARLES V. SUTTON.....   | Ovid, N. Y.           |
| JOHN DENNISTON.....      | Ovid, N. Y.           |
| ALDEN HORTON.....        | Ovid, N. Y.           |
| JOHN F. COVERT.....      | Ovid, N. Y.           |
| SILAS M. KINNE.....      | Ovid, N. Y.           |
| HERMAN D. EASTMAN.....   | Lodi, N. Y.           |
| ABRAM B. JOHNSON.....    | Hayt's Corners, N. Y. |
| JOHN B. CHAPIN.....      | Philadelphia, Pa.     |

Title of company, Hayt's Corners, Ovid and Willard Railroad Company.

General offices at Ovid, N. Y.

Date of close of fiscal year, September 22.

For information concerning this report, address James B. Thomas, President.

# HERKIMER, NEWPORT AND POLAND.

(Date of charter, June 29, 1880.)

Organized under the general law according to chapter 140, Laws of 1880, passed April 2, 1880, and amendments thereto, authorizing the formation of railroad companies.  
In operation, Herkimer to Poland, May 29, 1882. Gauge of road changed from 3 feet 6 inches to 4 feet 8½ inches by authorization of chapter 78, Laws of 1891, passed March 16, 1891.

## Capital Stock.

|  | COMMON.        |            | Cash realized<br>on amount<br>outstanding. |
|--|----------------|------------|--|
|  | No. of shares. | Par value. |  |
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 2,500          | \$250,000  | \$250,000                                  |

Number of stockholders..... 13

## Cost of Road and Equipment.

| ROAD.                           | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---------------------------------|--|---|
| Gr.....                         |  | \$65,384 22   |
| Br.....                         |  | 1,058 01  |
| Su.....                         |  | 17,150 14   |
| Ra.....                         |  | 52,556 67   |
| masonry and ballast .....       | \$1,058 01   |   |
| ties.....                       | 492 25   |   |
| structure (including ties)..... | 17,706 98  |   |
|                                 | 59,956 89  | 117,240 02  |

## Cost of Road and Equipment — (Continued).

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Land.....                                      |  | \$21,909 14   |
| Land damages.....                              |  | 3,080 49  |
| Fences.....                                    |  | 7,393 87  |
| Passenger and freight stations.....            |  | 8,816 83  |
| Engine and car-houses.....                     |  | 3,564 92  |
| Shops, machinery and tools.....                |  | 2,323 27  |
| Engineering expenses.....                      |  | 6,018 92  |
| Telegraph line.....                            | \$750 89   | 760 89  |
| Telephone.....                                 |  | 230 70  |
| Track scales.....                              |  | 871 49  |
| Car transfer.....                              |  | 1,714 54  |
| Electric signal.....                           |  | 283 75  |
| Miscellaneous.....                             | 80 98  | 80 98   |
| Total cost of road.....                        | \$80,046 00  | \$310,216 24  |
| <b>EQUIPMENT.</b>                              |  |   |
| Locomotives.....                               |  | \$17,634 22   |
| Passenger, mail, baggage and express cars..... |  | 5,409 25  |
| Freight and other cars.....                    |  | 10,555 41   |
| Snow plow, flanger and tool car.....           |  | 716 67  |
| Total cost of equipment.....                   |  | \$34,355 55   |
| Grand total cost of road and equipment.....    | \$80,046 00  | \$344,571 79  |

## \*DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                                     |                    |
|-------------------------------------|--------------------|
| Ballasting.....                     | \$1,058 61         |
| Bridges.....                        | 492 25             |
| Superstructure, including ties..... | 17,706 98          |
| Rails.....                          | 59,954 89          |
| Telegraph.....                      | 750 89             |
| Miscellaneous.....                  | 80 98              |
|                                     | <u>\$80,046 00</u> |

## Income Account for Year Ending June 30, 1891.

|  |                   |
|--|-------------------|
| Gross earnings from operation.....                   | \$43,748 68       |
| Less operating expenses (excluding all taxes).....   | 30,569 26         |
| Gross income from all sources.....                   | \$13,179 27       |
| <i>Deductions from income, as follows, viz.:</i>     |                   |
| Interest on funded debt due and accrued, paid.....   | \$2,475 00        |
| Interest on floating debt due and accrued, paid..... | 181 93            |
| Taxes on property used in operation of road.....     | 1,081 25          |
| Taxes on earnings and capital stock.....             | 342 01            |
| Taxes other than above.....                          | 102 85            |
|  | <u>4,183 04</u>   |
| Surplus for year ending June 30, 1891.....           | <u>\$8,996 23</u> |

## General Income Account.

|  |                |
|--|----------------|
| Surplus for year ending June 30, 1891..... | \$ 23          |
| Surplus up to June 30, 1890.....           | 24 00          |
|  | <u>\$33 31</u> |
| Deduct amount capitalized.....             | 14,3 00        |
| Total surplus June 30, 1891.....           | <u>\$19 31</u> |

\*These betterments have been made in consequence of change of gauge from to standard. Work not yet completed.

# Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|  | Passenger.  | Freight.    | Total.      |
|--|-------------|-------------|-------------|
| Freight, all local.....                |             | \$24,487 42 | \$24,487 42 |
| Passengers, all local.....             | \$16,353 33 |             | 16,353 33   |
| Mail.....                              | 815 88      |             | 815 88      |
| Express.....                           | 1,710 29    |             | 1,710 29    |
| <i>Miscellaneous as follows, viz.:</i> |             |             |             |
| Sundries.....                          | \$9 55      |             |             |
| Rents received.....                    | 372 16      |             |             |
|  | 152 69      | 229 02      | 381 71      |
| Total gross earnings.....              | \$19,032 19 | \$24,716 44 | \$43,748 63 |

## OPERATING EXPENSES.

|  |            |            |             |
|--|------------|------------|-------------|
| <i>Maintenance of way and structures:</i>                      |            |            |             |
| Repairs of roadbed.....  | \$3,054 63 | \$4,581 94 | \$7,636 57  |
| Repairs of bridges (including culverts and cattle-guards)..... | 559 20     | 838 82     | 1,398 02    |
| Repairs of stations, shops, docks, etc.....                    | 279 23     | 418 86     | 698 09      |
| Repairs of fences.....   | 134 94     | 202 42     | 337 36      |
| Other expenses for maintenance of way and structures.....      | 52 24      | 78 35      | 130 59      |
| Total.....   | \$4,080 24 | \$5,120 39 | \$10,200 63 |

|  |            |            |            |
|--|------------|------------|------------|
| <i>Maintenance of equipment:</i>                 |            |            |            |
| Repairs of locomotives.....                      | \$999 69   | \$1,499 54 | \$2,499 23 |
| Repairs of cars.....                             | 475 66     | 713 49     | 1,189 15   |
| Repairs of machinery and tools.....              | 7 86       | 11 80      | 19 66      |
| Other expenses for maintenance of equipment..... | 73 41      | 110 14     | 183 55     |
| Total.....                                       | \$1,556 62 | \$2,334 97 | \$3,891 59 |

|   |            |            |             |
|---|------------|------------|-------------|
| <i>Conducting transportation:</i>                 |            |            |             |
| Wages of conductors and men.....                  | \$590 54   | \$985 92   | \$1,476 36  |
| Wages of engineers and firemen.....               | 893 45     | 1,340 17   | 2,233 62    |
| Fuel for locomotives.....                         | 807 26     | 1,210 89   | 2,018 15    |
| Oil and waste.....                                | 120 87     | 181 29     | 302 16      |
| Water supply.....                                 | 42 40      | 63 61      | 106 03      |
| Other train supplies or expenses.....             | 28 81      | 43 21      | 72 02       |
| Wages of station agents and clerks.....           | 687 74     | 1,031 62   | 1,719 36    |
| Wages for labor at stations.....                  |            | 1,475 56   | 1,475 56    |
| Station supplies.....                             | 81 06      | 121 67     | 202 73      |
| Wages of watchmen, flagmen and switchmen.....     | 283 92     | 425 88     | 709 80      |
| Other expenses for conducting transportation..... | 492 66     | 739 00     | 1,231 66    |
| Total.....  | \$4,028 70 | \$7,518 64 | \$11,547 34 |

|   |             |             |             |
|---|-------------|-------------|-------------|
| <i>General expenses:</i>                                |             |             |             |
| Salaries of general officers and clerks.....            | \$997 63    | \$1,496 44  | \$2,494 07  |
| General office expenses and supplies.....               | 3 94        | 5 91        | 9 85        |
| Stationery and printing.....                            | 124 25      | 186 38      | 310 63      |
| Outside agencies and advertising.....                   | 40 13       |             | 40 13       |
| Lease expenses.....                                     | 333 24      | 499 88      | 833 12      |
| Loss and damage of freight and baggage.....             |             | 22 05       | 22 05       |
| Telephone maintenance and operation.....                | 33 22       | 49 83       | 83 05       |
| Mileage of cars of other companies (debit balance)..... |             | 117 63      | 117 63      |
| Other general expenses.....                             | 407 72      | 611 55      | 1,019 27    |
| Total.....  | \$1,940 13  | \$2,969 67  | \$4,909 80  |
| Grand total operating expenses.....                     | \$11,605 69 | \$18,963 67 | \$30,569 36 |

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

## ASSETS.

|   |            |                     |
|---|------------|---------------------|
| Cost of road.....                                     |            | \$510,316 24        |
| Cost of equipment.....                                |            | 34,085 02           |
| <i>Other permanent investments, as follows, viz.:</i> |            |                     |
| Stock of other companies .....                        | \$200 00   |                     |
| Assignment of repair shop mortgage.....               | 800 00     |                     |
|   |            | 1,000 00            |
| <i>Current assets, as follows, viz.:</i>              |            |                     |
| Cash on hand .....                                    | \$9,849 34 |                     |
| Bills receivable .....                                | 4,676 34   |                     |
| Due by agents.....                                    | 330 14     |                     |
| Open accounts.....                                    | 203 97     |                     |
| Materials and supplies.....                           | 8,341 21   |                     |
|   |            | 18,391 00           |
|   |            | <u>\$564,773 50</u> |

## LIABILITIES.

|   |  |                     |
|---|--|---------------------|
| Capital stock.....                            |  | \$250,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |  |                     |
| Audited vouchers and pay-rolls.....           |  | 6,261 67            |
| Open accounts.....                            |  | 793 86              |
| Sundries.....                                 |  | 86,842 37           |
| Mortgage on repair shop .....                 |  | 800 00              |
| Profit and loss (surplus).....                |  | 19,556 31           |
|   |  | <u>\$364,773 50</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local |
|---|-----------|
| Number of passengers carried.....               | 37,333    |
| Number of passengers carried one mile .....     | 364,303   |
| Number of tons of freight carried.....          | 26,306    |
| Number of tons of freight carried one mile..... | 361,806   |
| Mixed train mileage.....                        | 33,109    |

| ITEM.   | Earnings.   | Expenses.   | Profit.    |
|---|-------------|-------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$19,082 19 | \$11,606 69 | \$7,476 50 |
| Average per passenger carried.....  | 50          | 30698       | 19678      |
| Average per passenger per mile .....  | 08372       | 08378       | 6286       |
| Average per passenger train per mile.....   | 59164       | 36078       | 23086      |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 24,716 44   | 18,963 67   | 5,753 77   |
| Average per ton of freight carried.....   | 97355       | 74696       | 22659      |
| Average per ton of freight per mile.....  | 06837       | 05246       | 01591      |
| Average per freight train per mile.....   | 79004       | 60616       | 18388      |

## ITEM.

|   |                     |
|---|---------------------|
| Computed on earnings from carrying passengers and freight only.                             | All local<br>Cents. |
| Average rate received per mile for carrying passengers, first-class (regular).....          | 5                   |
| Average rate received per mile for carrying passengers, second-class....                    | 2.5                 |
| Average rate received per mile for carrying passengers, 1,000-mile commutation tickets..... | 3.5                 |
| Average rate received per mile per ton for carrying freight, all classes....                | 6.387               |

## Description of Road and Equipment.

| TRACK.   | Miles own<br>in N. Y. St |    |
|--|--------------------------|----|
| Main line from Herkimer, to Poland, single track .....                     |                          | 3  |
| Sidings and turnouts on main line.....                                     |                          | 7  |
| Grand total of tracks, sidings and turnouts.....                           |                          | 10 |
| Laid with steel rail, main line .....                                      |                          | 3  |
| Average life of rails and ties unknown, all new; weight of rails per yard— |                          |    |
| lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.             |                          |    |

## Description of Road and Equipment—(Continued).

| BRIDGES.   | ENTIRE LINE IN NEW YORK STATE. |                   |
|--|--------------------------------|-------------------|
|  | Number.                        | Aggregate length. |
|  |                                | <i>Feet.</i>      |
| Bridges where openings from twelve to thirty-two feet span are crossed upon wooden beams trussed with iron rods and resting upon masonry ..... | 14                             | 522               |
| Wooden bridges, pony truss Howe .....  | 5                              | 855               |
| Wooden bridges resting upon wooden bents .....   | 2                              | 104               |
| Pile bridges .....   | 1                              | 52                |
| Bridges with spans from ten to thirteen feet, without truss rods under stringers, stringers resting on masonry .....                           | 4                              | 68                |
| Total .....  | 26                             | 1,601             |

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers .....        | 1          | \$5,895               | 79,500                         | 1                               | .....                             |
| Locomotives, 4 drivers .....        | 2          | .....                 | 162,500<br>51,000              | 2                               | .....                             |
| Total .....                         | 3          | .....                 | .....                          | 3                               | .....                             |
| First-class passenger car .....     | 1          | \$2,750               | 24,850                         | 1                               | 1                                 |
| Baggage, mail and express car ..... | 1          | 2,200                 | 22,750                         | 1                               | 1                                 |
| Total .....                         | 2          | .....                 | .....                          | 2                               | 2                                 |
| Box freight cars .....              | 7          | \$415                 | 18,500                         | 7                               | 7                                 |
| Coal freight cars .....             | 2          | 350                   | 11,600                         | 2                               | 2                                 |
| Flat freight cars .....             | 10         | 830                   | 10,500                         | 10                              | 6                                 |
| Tool car and snow flanger .....     | 1          | 730                   | 15,500                         | 1                               | .....                             |
| Push cars .....                     | 4          | .....                 | 150                            | .....                           | .....                             |
| Hand cars .....                     | 6          | 50                    | 800                            | .....                           | .....                             |
| Total .....                         | 30         | .....                 | .....                          | 20                              | 15                                |

James' vacuum brake and Phillips' patent improved automatic coupler and common link and pin coupler are used on cars.

The line is equipped with fifteen Lorenz switches with Steelton detective stands.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telephone owned and operated by company, miles .....                 | 16.73                       |
| Assessed value of real estate and personal property of company ..... | \$79,800 00                 |
| Way crossings at grade without protection .....                      | 11                          |
| Way crossings at grade protected by gates or flagmen .....           | 3                           |

Private wire on Central New York Telegraph and Telephone Company's poles, and batteries owned by railroad company; instruments leased of the telephone company. Seven stations and central office connections.

## REPORT OF THE RAILROAD COMMISSIONERS.

Cars are heated by patent car-warming stoves for anthracite coal, lighted by lamps using kerosene oil, and ventilated by ventilators in sides of monitor roof.

The American Express Company does business between Utica and points on this road under an agreement giving them two-thirds, and the railroad company one-third, of the gross receipts.

This company receives from the government \$815.37 per year, for carrying three northward and three southward bound mails daily.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. | Per cent. |
|---|----------|-----------|
| Meat and provisions.....  | 1,748    | 6.89      |
| Live stock.....   | 49       | .16       |
| Lumber.....   | 12,080   | 47.58     |
| Coal and coke.....  | 3,060    | 12.01     |
| Petroleum and other oils.....   | 15       | .06       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.... | 916      | 3.61      |
| All other manufactures.....   | 771      | 3.04      |
| All other merchandise.....  | 1,679    | 6.61      |
| All other agricultural products.....  | 2,829    | 11.14     |
| All other articles not included above.....  | 2,260    | 8.90      |
| Total .....   | 25,388   | 100       |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 44  
 Aggregate amount of salaries and wages paid them during year..... \$19,950.96

## Officers of the Company.

| Name.                 | Title.              | Official Address.                     |
|-----------------------|---------------------|---------------------------------------|
| W. SEWARD WEBB.....   | President.....      | 51 East 44th street, N. Y. city.      |
| EDWARD M. BURNS.....  | Vice-President..... | Herkimer, N. Y.                       |
| FRANK G. SMITH.....   | Treasurer.....      | 51 East Forty-fourth st., N. Y. city. |
| THOS. E. MERRITT..... | Secretary.....      | Newport, N. Y.                        |
| W. N. ROBERTS.....    | Chief Engineer..... | Herkimer, N. Y.                       |
| HENRY L. SPRAGUE..... | General Counsel.... | 146 Broadway, N. Y. city.             |

## Directors of the Company.

| Name.                 | Residence.         |
|-----------------------|--------------------|
| W. SEWARD WEBB.....   | New York city.     |
| H. WALTER WEBB.....   | New York city.     |
| THOS. L. JAMES.....   | New York city.     |
| JOHN M. TOUCREY.....  | New York city.     |
| HENRY L. SPRAGUE..... | New York city.     |
| FRANK G. SMITH.....   | New York city.     |
| EDWARD M. BURNS.....  | Middleville, N. Y. |
| SAMUEL EARL.....      | Herkimer, N. Y.    |
| GEO. H. THOMAS.....   | Middleville, N. Y. |
| O. W. HAMLIN.....     | Middleville, N. Y. |
| W. W. MOSHER.....     | Middleville, N. Y. |
| H. W. DEXTER.....     | Newport, N. Y.     |
| S. R. MILLINGTON..... | Poland, N. Y.      |

Title of company, Herkimer, Newport and Poland Railway Company.

General offices at Newport, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Tuesday in June.

For information concerning this report, address Thomas E. Merritt, Secretary, Herkimer, N. Y.



**HOBART BRANCH.**

LESSOR.

LESSEE—ULSTER AND DELAWARE.

(Date of charter, March 25, 1884.)

For history of organization, etc., see Report of 1889.

**Capital Stock.**

|   | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
|   | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....       | 500            | \$50,000            | .....                                      |
| Issued for actual cash.....             | 430            | \$43,000            | \$43,000                                   |
| Issued on account of construction ..... | 70             | 7,000               | 7,000                                      |
| Total now outstanding .....             | 500            | \$50,000            | \$50,000                                   |

**Cost of Road.**Total cost up to  
June 30, 1891.

|                                      |             |
|--------------------------------------|-------------|
| Grading, masonry and ballast .....   | \$12,859 31 |
| Bridges.....                         | 970 00      |
| Rails.....                           | 20,776 93   |
| Land.....                            | 5,030 60    |
| Passenger and freight stations ..... | 2,145 82    |
| Engineering expenses .....           | 1,114 97    |
| Total cost of road .....             | \$42,897 63 |

**General Balance Sheet June 30, 1891.****ASSETS.**

|                                   |             |
|-----------------------------------|-------------|
| Cost of road.....                 | \$42,897 63 |
| Profit and loss (deficiency)..... | 7,102 37    |
|                                   | \$50,000 00 |

**LIABILITIES.**

|                    |             |
|--------------------|-------------|
| Capital stock..... | \$50,000 00 |
|--------------------|-------------|

**Officers of the Company.**

| Name.                  | Title.                        | Official Address. |
|------------------------|-------------------------------|-------------------|
| *THOMAS CORNELL.....   | President .....               | Rondout, N. Y.    |
| CHARLES BRAY.....      | Vice-President .....          | Rondout, N. Y.    |
| SAMUEL G. DIMMICK..... | Secretary and Treasurer ..... | Rondout, N. Y.    |

**Directors of the Company.**

| Name.                   | Residence.      |
|-------------------------|-----------------|
| *THOMAS CORNELL.....    | Rondout, N. Y.  |
| CHARLES BRAY .....      | Kingston, N. Y. |
| DANIEL B. STOW .....    | Rondout, N. Y.  |
| ISAAC M. NORTH .....    | Rondout, N. Y.  |
| SAMUEL G. DIMMICK ..... | Kingston, N. Y. |
| CHARLES REYNOLDS .....  | Kingston, N. Y. |
| *THOMAS H. TREMPER..... | Kingston, N. Y. |

Title of company, Hobart Branch Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address Samuel G. Dimmick, Secretary.

\* Deceased.

## ISLAND.

(Date of charter, September 1, 1883.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                   | COMMON.        |                  |
|-----------------------------------|----------------|------------------|
|                                   | No. of shares. | Total par value. |
| Authorized by law or charter..... | 2,500          | \$250,000        |
| Issued for actual cash .....      | 100            | \$10,000         |
| Issued for property .....         | 1,900          | 190,000          |
| Total now outstanding .....       | 2,000          | \$200,000        |

Number of stockholders..... 14

## FUNDED DEBT.

| DESIGNATION OF LIEN.          | Date.        | Term, years. |       | INTEREST.     | Amount authorized. | Amount outstanding. |
|-------------------------------|--------------|--------------|-------|---------------|--------------------|---------------------|
|                               |              |              | Rate. |               |                    |                     |
|                               |              |              | P. C. | When payable. |                    |                     |
| * General mortgage bonds..... | Nov. 1, 1883 | 40           | 6     | Semi-an'nally | \$400,000          | \$400,000           |

## †Cost of Road and Equipment.

| ROAD.                    |  | Total cost up to June 30, 1891. |
|--------------------------|--|---------------------------------|
| Total cost of road ..... |  | \$599,000 00                    |

| EQUIPMENT.                                  |  |              |
|---|--|--------------|
| Locomotives .....                           |  | 6,500 00     |
| Grand total cost of road and equipment..... |  | \$605,500 00 |

## Income Account for Year Ending June 30, 1891.

|   |             |             |
|---|-------------|-------------|
| Gross earnings from operation .....   |             | \$60,867 18 |
| Less operating expenses (excluding all taxes) .....   |             | 33,033 88   |
| Gross income from all sources .....   |             | \$27,833 30 |
| <i>Deductions from income, as follows, viz.:</i>  |             |             |
| Interest on funded debt due and accrued.....  | \$24,000 00 |             |
| Taxes on property used in operation of road, on earnings and capital stock, and all other taxes ..... | 6,381 48    |             |
|   |             | 3.          |
| Deficit for year ending June 30, 1891 .....   |             | \$2,54      |

\* The foregoing bonds, together with 1,900 shares of stock, were issued in payment of property in the city of Buffalo conveyed to said corporation and now owned by it.

† The corporation is unable to separate the cost of its road into items as called for in report. The entire cost of superstructure, including rails, was \$181,000, for damages and fences, \$418,000, making a total of \$599,000. There has been no additional betterments during the year ending June 30, 1891. The reason why such separation can not be made is because the property acquired was that of a completed rail-

## General Income Account.

|   |                    |
|---|--------------------|
| Deficit for year ending June 30, 1891 ..... | \$2,553 18         |
| Deficit up to June 30, 1890 .....           | 11,796 79          |
| Total deficit June 30, 1891.....            | <u>\$14,349 97</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                    |                    |
|------------------------------------|--------------------|
| Miscellaneous, handling coal ..... | <u>\$60,867 18</u> |
|------------------------------------|--------------------|

## OPERATING EXPENSES.

## Maintenance of wdy and structures :

|                         |                   |
|-------------------------|-------------------|
| Repairs of track .....  | \$76 88           |
| Repairs of trestle..... | 1,202 58          |
| Repairs of docks.....   | 1,850 23          |
| Total .....             | <u>\$3,129 69</u> |

## Maintenance of equipment :

|                                     |                 |
|-------------------------------------|-----------------|
| Repairs of locomotives.....         | \$255 15        |
| Repairs of machinery and tools..... | 692 28          |
| Total .....                         | <u>\$947 88</u> |

## Conducting transportation :

|                                       |                    |
|---------------------------------------|--------------------|
| Wages of engine crew .....            | \$2,150 89         |
| Fuel for locomotives and engines..... | 608 07             |
| Water supply .....                    | 21 25              |
| Wages paid for handling coal.....     | 24,148 78          |
| Total .....                           | <u>\$26,928 99</u> |

## General expenses :

|  |                   |
|--|-------------------|
| Salaries of general officers and clerks..... | \$1,320 00        |
| General office expenses and supplies.....    | 82 30             |
| Stationery and printing.....                 | 25 30             |
| Other general expenses.....                  | 605 22            |
| Total .....                                  | <u>\$2,082 82</u> |

|                                     |                    |
|-------------------------------------|--------------------|
| Grand total operating expenses..... | <u>\$33,088 88</u> |
|-------------------------------------|--------------------|

## General Balance Sheet, June 30, 1891.

## ASSETS.

|                         |              |
|-------------------------|--------------|
| Cost of road.....       | \$599,000 00 |
| Cost of equipment ..... | 6,509 00     |

## Current assets, as follows, viz. :

|                                   |                    |
|-----------------------------------|--------------------|
| Cash on hand .....                | 886 91             |
| Open accounts.....                | 2,325 47           |
| Profit and loss (deficiency)..... | 14,349 97          |
|                                   | <u>\$23,062 35</u> |

## LIABILITIES.

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$200,000 00 |
| Funded debt.....    | 400,000 00   |

## Current liabilities, as follows, viz. :

|                    |                    |
|--------------------|--------------------|
| Open accounts..... | 23,062 35          |
|                    | <u>\$23,062 35</u> |

## Description of Road and Equipment.

## TRACK.

Length owned, all  
in N. Y. State.

|   |                    |
|---|--------------------|
| line, from terminal point to terminal point ..... | 710 feet.          |
| ies and turnouts on main line.....                | 5,330 feet.        |
| and total of tracks, sidings and turnouts .....   | <u>6,040 feet.</u> |
| with steel rail, main line.....                   | 710 feet.          |
| with steel rail, branches or other roads .....    | 5,330 feet.        |

## REPORT OF THE RAILROAD COMMISSIONERS.

| BRIDGES.             |  | Entire line in<br>N. Y. State. |
|----------------------|--|--------------------------------|
| Wooden trestle ..... |  | 1                              |

| EQUIPMENT.                  |  |   |
|-----------------------------|--|---|
| Locomotive, 6 drivers ..... |  | 1 |

## Miscellaneous Statistics.

| ITEM.   |  | Entire line in<br>N. Y. State. |
|---|--|--------------------------------|
| Total assessed value of real estate and personal property of company....          |  | \$361,565                      |
| The company handles cars of any corporation desiring to unload coal at its docks. |  |                                |

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.               |  | Tonnage. |
|---------------------|--|----------|
| Coal and coke ..... |  | 251,251  |

## EMPLOYEES.

|   |             |
|---|-------------|
| Average number of persons employed (including officials) during year... | 41          |
| Aggregate amount of salaries and wages paid them during year.....       | \$27,619 67 |

## Officers of the Company.

| Name.              | Title.                    | Official Address.          |
|--------------------|---------------------------|----------------------------|
| E. H. MEAD.....    | President.....            | 1 Broadway, New York city. |
| SAMUEL THORNE..... | Vice-President.....       | 1 Broadway, New York city. |
| WM. E. STREET..... | Secretary and Treasurer.. | 1 Broadway, New York city. |

## Directors of the Company.

| Name.                 | Residence.          |
|-----------------------|---------------------|
| E. H. MEAD.....       | South Orange, N. J. |
| W. E. STREET.....     | Darien, Conn.       |
| SAMUEL THORNE.....    | New York city.      |
| GEO. W. QUINTARD..... | New York city.      |
| THOS. HODGSON.....    | Buffalo, N. Y.      |
| FRANKLIN SELLICK..... | Buffalo, N. Y.      |
| JAS. M. LEVERING..... | Detroit, Mich.      |

Title of company, The Island Railroad Company.

General offices at No. 1 Broadway, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report, address Thomas Hodgson, General Superintendent, 257 Washington street, Buffalo, N. Y.

## KAATERSKILL.

(Date of charter, November 23, 1862.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash re-<br>on amo<br>outstand |
|--|----------------|---------------------|--------------------------------|
|  | No. of shares. | Total<br>par value. |                                |
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 1,000          | \$100,000           | \$100,000                      |

Number of stockholders .....

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.        | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|--------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |              |              | Date.     | When<br>payable. |                            |                             |  |
| First mort. bonds.      | Jan. 1, 1885 | 20           | p. a<br>6 | Jan. 1, July 1   | \$50,000                   | \$50,000                    | \$50,000   |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....           |  | \$73,103 72   |
| Bridges.....                                | \$1,715 00   | 20,002 64   |
| Superstructure (including ties).....        |  | 12,010 01   |
| Ballis.....                                 |  | 24,235 82   |
| Land, land damages and fences.....          |  | 6,567 72  |
| Passenger and freight stations.....         |  | 6,659 48  |
| Engine and car-houses.....                  |  | 1,016 40  |
| Shops, machinery and tools.....             |  | 307 19  |
| Fuel and water stations.....                |  | 434 99  |
| Engineering expenses.....                   |  | 3,671 40  |
| Total cost of road.....                     | \$1,715 00   | \$148,009 37  |
| <b>EQUIPMENT.</b>                           |  |   |
| Locomotives.....                            |  | \$19,034 76   |
| Passenger cars.....                         |  | 6,106 25  |
| Mail, baggage and express cars.....         |  | 3,000 00  |
| Freight and other cars.....                 |  | 221 29  |
| Total cost of equipment.....                |  | \$28,362 30   |
| Grand total cost of road and equipment..... | \$1,715 00   | \$176,371 67  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                               |            |
|-------------------------------|------------|
| New abutments to bridges..... | \$1,715 00 |
|-------------------------------|------------|

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                 | \$14,984 96 |
| Less operating expenses (excluding all taxes)..... | 9,582 86    |
| Gross income from all sources.....                 | \$5,402 10  |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Interest on funded debt due and accrued.....       | \$3,600 00  |
| Taxes on property used in operation of road.....   | 535 67      |
| Taxes on earnings and capital stock.....           | 74 56       |
| as other than above.....                           | 28 54       |
| Amount and interest.....                           | 954 41      |
|  | 5,193 18    |
| Surplus for year ending June 30, 1891.....         | \$208 92    |

## General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$208 92   |
| Surplus up to June 30, 1890.....           | 7,871 79   |
| Total deficit June 30, 1891.....           | \$7,662 87 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.  | Freight.   | Total.      |
|----------------------------------|-------------|------------|-------------|
| Freight, all local.....          |             | \$3,916 47 | \$3,916 47  |
| Passengers, all local.....       | \$11,340 52 |            | 11,340 52   |
| Mail.....                        | 97 40       |            | 97 40       |
| Express.....                     | 311 32      |            | 311 32      |
| Miscellaneous, as follows, viz.: |             |            |             |
| Engine service.....              | 175 40      | 43 85      | 219 25      |
| Total earnings.....              | \$11,924 64 | \$3,060 32 | \$14,984 96 |

## OPERATING EXPENSES.

|  |            |            |            |
|--|------------|------------|------------|
| <i>Maintenance of way and structures:</i>                      |            |            |            |
| Repairs of roadbed.....  | \$1,678 57 | \$419 65   | \$2,098 22 |
| Repairs of bridges (including culverts and cattle-guards)..... | 12 64      | 3 16       | 15 80      |
| Repairs of stations, shops, docks, etc.....                    | 43 34      | 10 59      | 53 93      |
| Repairs of fences.....   | 10 76      | 2 70       | 13 46      |
| Other expenses for maintenance of way and structures.....      | 102 23     | 25 56      | 127 79     |
| Total.....   | \$1,846 54 | \$461 66   | \$2,308 20 |
| <i>Maintenance of equipment:</i>                               |            |            |            |
| Repairs of locomotives.....                                    | \$671 76   | \$167 94   | \$839 70   |
| Repairs of cars.....   | 363 49     | 64         | 364 13     |
| Other expenses for maintenance of equipment.....               | 2 08       | 52         | 2 60       |
| Total.....   | \$1,037 33 | \$169 10   | \$1,206 43 |
| <i>Conducting transportation:</i>                              |            |            |            |
| Wages of conductors and men.....                               | \$1,173 00 | \$298 01   | \$1,465 01 |
| Wages of engineers and firemen.....                            | 1,004 35   | 251 17     | 1,255 52   |
| Fuel for locomotives.....                                      | 1,233 77   | 368 30     | 1,540 97   |
| Oil and waste.....   | 127 40     | 44 35      | 171 75     |
| Water supply.....  | 99 38      | 24 85      | 124 23     |
| Other train supplies or expenses.....                          | 7 43       | 1 66       | 9 29       |
| Wages of station agents and clerks.....                        | 512 43     | 128 13     | 640 56     |
| Wages for labor at stations.....                               | 168 00     | 49 01      | 210 01     |
| Station supplies.....  | 10 68      | 2 68       | 13 36      |
| Other expenses for conducting transportation.....              | 50 40      | 12 60      | 63 00      |
| Total.....   | \$4,384 79 | \$1,108 76 | \$5,493 55 |
| <i>General expenses:</i>                                       |            |            |            |
| Salaries of general officers and clerks.....                   | \$72 00    | \$18 00    | \$90 00    |
| Stationery and printing.....                                   | 186 17     | 46 55      | 232 72     |
| Outside agencies and advertising.....                          | 171 96     | 43 00      | 214 96     |
| Damage to cattle and property.....                             | 29 60      | 7 40       | 37 00      |
| Total.....   | \$459 73   | \$114 95   | \$574 68   |
| Grand total operating expenses.....                            | \$7,728 39 | \$1,854 47 | \$9,582 86 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |            |                 |
|--|------------|-----------------|
| Cost of road.....                        |            | \$148.00        |
| Cost of equipment.....                   |            | 25.34           |
| <i>Current assets, as follows, viz.:</i> |            |                 |
| Cash on hand.....                        | \$2,857 33 |                 |
| Due by agents.....                       | 1,742 96   |                 |
| Open accounts.....                       | 414 70     |                 |
| Materials and supplies.....              | 2,169 14   |                 |
| Profit and loss (deficiency).....        |            | 7.00            |
|  |            | <u>\$191.21</u> |

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## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....                           | \$100,000 00        |
| Funded debt .....                             | 60,000 00           |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Audited vouchers and pay-rolls .....          | \$13,218 67         |
| Loans and bills payable .....                 | 18,000 00           |
|   | <u>31,218 67</u>    |
|   | <u>\$191,218 67</u> |

## Traffic and Mileage Statistics.

| ITEM.  | All local.      |
|--|-----------------|
| Number of passengers carried .....               | 27,444          |
| Number of passengers carried one mile .....      | 158,114         |
| Number of tons of freight carried .....          | 3,318           |
| Number of tons of freight carried one mile ..... | <u>16,848</u>   |
| Passenger train mileage .....                    | 8,979.20        |
| Freight train mileage .....                      | <u>2,244.80</u> |
| Total train mileage .....                        | <u>11,224</u>   |

| ITEM.  | Earnings.   | Expenses.  | Profit.    |
|--|-------------|------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$11,924 64 | \$7,728 89 | \$4,196 25 |
| Average per passenger carried .....  | 4345        | 2816       | 1529       |
| Average per passenger per mile .....   | 0754        | 0489       | 0265       |
| Average per passenger train per mile .....   | 1 828       | 861        | 467        |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 3,060 32    | 1,854 47   | 1,205 85   |
| Average per ton of freight carried .....   | 9229        | 5598       | 3686       |
| Average per ton of freight per mile .....  | 1817        | 1101       | 0716       |
| Average per freight train per mile .....   | 1 363       | 826        | 537        |

## ITEM.

|  |              |
|--|--------------|
| Computed on earnings from carrying passengers and freight only.              | All local.   |
| Average rate received per mile for carrying passengers, all classes .....    | Cents. 7.172 |
| Average rate received per mile per ton for carrying freight, all classes ... | 17.906       |

## Description of Road and Equipment.

### TRACK.

|  | Miles owned, all in N. Y. State. |
|--|----------------------------------|
| Main line, from Kaaterskill Junction to Kaaterskill station, single track .. | 7.50                             |
| Sidings and turnouts on main line .....                                      | <u>.25</u>                       |
| Grand total of tracks, sidings and turnouts .....                            | <u>7.75</u>                      |

|                                       |            |
|---------------------------------------|------------|
| Laid with steel rail, main line ..... | 7.50       |
| Laid with steel rail, sidings .....   | <u>.25</u> |

Average life of rails—steel, 20 years; average life of ties, 7 years; weight of rails per yard—steel, 40 lbs.; gauge of track 3 feet; ballasted with gravel.

### BRIDGES.

|                     | ENTIRE LINE IN NEW YORK STATE. |                   |
|---------------------|--------------------------------|-------------------|
|                     | Number.                        | Aggregate length. |
| Wood bridges .....  | 1                              | Feet. 140         |
| Wood trestles ..... | 10                             | 1,120             |
| Grand total .....   | <u>11</u>                      | <u>1,260</u>      |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment — (Continued).

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each, in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers.....         | 2          | \$9,400               | 56,000                         | 18                              | 2                               | .....                             |
| First-class passenger cars.....     | 2          | \$3,000               | 22,000                         | 16                              | 2                               | 2                                 |
| Baggage, mail and express cars..... | 2          | 1,500                 | 19,000                         | 16                              | 2                               | 2                                 |
| Total .....                         | 4          | .....                 | .....                          | .....                           | 4                               | 4                                 |
| Service cars.....                   | 4          | \$35                  | 400                            | 9                               | .....                           | .....                             |

Passenger cars are equipped with Westinghouse air brake and Miller coupler. Ordinary link and pin coupler and hand brake on freight cars. Stub switches are used on the entire line.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Total assessed value of real estate and personal property of company.... | \$44,768 74                 |
| Highway crossings at grade without protection. ....                      | 5                           |

Road operated during summer months only.

Passenger cars are lighted by oil lamps, and ventilated by ventilators in deck roof and over doors.

The American Express Company does business on this road; pays for general merchandise 17½ cents per 100 lbs.; perishable freight, 10 cents per 100 lbs.

The company receives from the government for carrying the mails \$348.88 per annum, equal to \$43.61 a mile.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage. | Per cent. |
|---|----------|-----------|
| Flour .....                                 | 290      | 8.75      |
| Grain.....                                  | 299      | 9.02      |
| Meats and provisions.....                   | 270      | 8.14      |
| Lumber .....                                | 448      | 13.51     |
| Pig and bar iron and steel .....            | 47       | 1.43      |
| Coal and coke .....                         | 435      | 13.13     |
| Petroleum and other oils.....               | 195      | 5.88      |
| Manufactures .....                          | 739      | 22.35     |
| All other merchandise.....                  | 57       | 1.73      |
| All other agricultural products.....        | 275      | 8.29      |
| All other articles not included above ..... | 261      | 7.87      |
| Total .....                                 | 3,316    | 100       |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 9  
 Aggregate amount of salaries and wages paid them during year..... 6

## Officers of the Company.

| Name.                  | Title.                             | Official Ad. |
|------------------------|------------------------------------|--------------|
| EDWIN YOUNG.....       | President.....                     | Bondout, N   |
| SAMUEL G. DIMMICK..... | Vice-President.....                | Bondout, N   |
| R. B. JONES.....       | Secretary and Treasurer .....      | Bondout, N   |
| JAMES H. JONES.....    | General Superintendent.....        | Bondout, N   |
| N. A. SIMS.....        | General Freight and Ticket Agent.. | Bondout, N   |



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## Directors of the Company.

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| EDWIN YOUNG .....       | Albany, N. Y.     |
| SAMUEL G. DIMMICK ..... | Kingston, N. Y.   |
| GEORGE J. HARDING ..... | Philadelphia, Pa. |
| GEORGE HARDING .....    | Philadelphia, Pa. |
| JAMES H. JONES .....    | Rondout, N. Y.    |
| RICHARD B. JONES .....  | Rondout, N. Y.    |
| NATHAN A. SIMS .....    | Rondout, N. Y.    |

Title of company, Kaaterskill Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address R. B. Jones, Treasurer.

## KANONA AND PRATTSBURGH.

(Date of charter, April 2, 1886.)

This company filed a report but same is so irregular and defective that it is not published. — *R. K. Commissioners.*

## KESSEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN.

(Date of charter, April 4, 1889.)

For history of organization, see Report of 1890.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter .....              | 6,000          | \$60,000         | .....                                |
| Issued for actual cash and now outstanding..... | 3,071          | 30,710           | \$30,710                             |

Number of stockholders ..... 91

#### FUNDED DEBT.

| D   | DESCRIPTION OF DEBT. | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|-----|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|     |                      |              |              | Rate.     | When payable.  |                    |                     |                                      |
| Fin | Mortgage....         | Dec. 1, 1889 | 20           | p.c.<br>6 | June 1, Dec. 1 | \$20,000           | \$20,000            | \$20,000                             |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....                 | \$5 00   | \$2,150 84  |
| Bridges.....                                       | 1,755 40   | 11,623 20   |
| Superstructure (including ties).....               | 208 14   | 8,544 78  |
| Rails .....  |  | 11,751 33   |
| Land .....   |  | 380 00  |
| Land damages .....                                 |  | 1,621 11  |
| Passenger and freight stations.....                | 75 31  | 1,938 89  |
| Engine and car-houses .....                        | 405 76   | 574 07  |
| Shops, machinery and tools.....                    | 216 90   | 225 35  |
| Fuel and water stations.....                       |  | 200 00  |
| Interest and discount charged to construction..... |  | 50 00   |
| Road built by contract.....                        |  | 16,600 00   |
| Telegraph line .....                               | 264 20   | 375 90  |
| Total cost of road .....                           | \$2,930 71   | \$55,915 75   |
| <b>EQUIPMENT.</b>                                  |  |   |
| Passenger cars.....                                | \$1,512 50   | \$1,512 50  |
| Transfer wagon.....                                | 147 95   | 147 95  |
| Total cost of equipment. ....                      | \$1,660 45   | \$1,660 45  |
| Grand total cost of road and equipment.....        | \$4,591 16   | \$57,576 20   |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                   |
|---|-------------------|
| Grading new road crossing.....                                  | \$5 00            |
| Bridges: balance contract and signs.....                        | 1,755 40          |
| Superstructure: lumber, etc., highway crossings, etc .....      | 208 14            |
| Stations: extending platforms .....                             | 75 31             |
| Engine and car-houses: new engine-house .....                   | 405 76            |
| Shops and supplies: stoves, etc., engine-house and depots ..... | 216 90            |
| Telegraph line: completion of line .....                        | 264 20            |
|   | <b>\$2,930 71</b> |

## Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation .....                 | \$16,237 84       |
| Less operating expenses (excluding all taxes) ..... | 12,773 24         |
| Net earnings from operation.....                    | \$2,464 60        |
| <i>Income from other sources, as follows, viz.:</i> |                   |
| Sales of coal .....                                 | \$583 41          |
| Sales of engine coal.....                           | 64 73             |
| Interest .....                                      | 121 70            |
|   | <b>769 84</b>     |
| Gross income from all sources.....                  | <b>\$3,234 44</b> |
| <i>Deductions from income, as follows, viz.:</i>    |                   |
| Interest on funded debt due and accrued.....        | \$1,950 00        |
| Rentals.....  | 499 99            |
| Taxes on property used in operation of road.....    | 14 22             |
| Taxes on earnings and capital stock.....            | 8 11              |
|   | <b>2,472 32</b>   |
| Surplus for year ending June 30, 1891.....          | <b>1 12</b>       |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891..... | 1 12        |
| Deficit up to June 30, 1890 .....          | 2 00        |
| Total deficit June 30, 1891.....           | <b>1 08</b> |

## DETAILED STATEMENT OF RENTALS.

|   |      |
|---|------|
| Engine rented of Delaware and Hudson Canal Company..... | 1 00 |
|---|------|

# KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN. 291

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                             | Passenger.  | Freight.   | Total.      |
|-----------------------------|-------------|------------|-------------|
| Freight, all local.....     | .....       | \$4,838 68 | \$4,838 68  |
| Passengers, all local ..... | \$10,587 04 | .....      | .....       |
| Mail.....                   | 331 92      | .....      | .....       |
| Express .....               | 430 00      | .....      | 11,398 96   |
| Total gross earnings.....   | \$11,398 96 | \$4,838 68 | \$16,237 64 |

### OPERATING EXPENSES.

|   |          |          |            |
|---|----------|----------|------------|
| <i>Maintenance of way and structures:</i>                       |          |          |            |
| Repairs of track .....  | \$377 59 | \$382 11 | \$759 70   |
| Repairs of roadbed .....  | 494 59   | 494 49   | 989 08     |
| Repairs of bridges (including culverts and cattle-guards) ..... | 26 20    | 26 17    | 52 37      |
| Repairs of stations, shops, docks, etc. ....                    | 8 85     | 8 84     | 17 69      |
| Repairs of fences .....   | 36 11    | 36 09    | 72 20      |
| Other expenses for maintenance of way and structures.....       | 31 89    | 14 33    | 46 22      |
| Total .....   | \$975 28 | \$962 03 | \$1,937 36 |

|  |          |          |            |
|--|----------|----------|------------|
| <i>Maintenance of equipment:</i>                 |          |          |            |
| Repairs of locomotives.....                      | \$471 52 | \$470 85 | \$942 37   |
| Repairs of cars .....                            | 79 34    | 40 82    | 120 16     |
| Other expenses for maintenance of equipment..... | 196 42   | 1 90     | 198 32     |
| Total .....                                      | \$747 28 | \$513 57 | \$1,260 85 |

|  |            |            |            |
|--|------------|------------|------------|
| <i>Conducting transportation:</i>                  |            |            |            |
| Wages of conductors and men .....                  | \$687 04   | \$687 01   | \$1,374 05 |
| Wages of engineers and firemen .....               | 647 11     | 647 08     | 1,294 19   |
| Fuel for locomotives .....                         | 2,100 09   | 2,099 59   | 4,199 68   |
| Oil and waste .....                                | 203 79     | 203 73     | 407 52     |
| Other train supplies or expenses .....             | 41 40      | 10 82      | 51 72      |
| Wages of station agents and clerks .....           | 632 60     | 632 69     | 1,265 19   |
| Station supplies .....                             | 55 85      | 61 09      | 116 94     |
| Wages of watchmen, flagmen and switchmen.....      | 206 50     | 206 50     | 411 00     |
| Other expenses for conducting transportation ..... | 470 43     | 219 83     | 690 26     |
| Total .....  | \$5,043 81 | \$4,767 04 | \$9,810 85 |

|  |            |            |             |
|--|------------|------------|-------------|
| <i>General expenses:</i>                                 |            |            |             |
| General office expenses and supplies .....               | \$28 50    | \$28 28    | \$56 78     |
| Stationery and printing .....                            | 114 05     | 64 24      | 178 29      |
| Outside agencies and advertising .....                   | 64 00      | 2 25       | 66 25       |
| Legal expenses.....                                      | 37 98      | 37 97      | 75 95       |
| Loss and damage to freight and baggage ..                | 4 00       | .....      | 4 00        |
| Telegraph maintenance and operation .....                | 14 89      | 13 48      | 28 37       |
| Mileage of cars of other companies (debit balance) ..... | 210 62     | 78 90      | 289 52      |
| Other general expenses.....                              | 53 32      | 21 85      | 75 17       |
| Total .....  | \$517 36   | \$246 92   | \$764 28    |
| Grand total operating expenses .....                     | \$7,283 68 | \$6,489 66 | \$13,773 24 |

### General Balance Sheet June 30, 1891.

#### ASSETS.

|   |                                       |          |                    |
|---|---------------------------------------|----------|--------------------|
| C | of road.....                          |          | \$55,915 75        |
| O | of equipment.....                     |          | 1,660 45           |
|   | <i>rent assets, as follows, viz.:</i> |          |                    |
| C | on hand.....                          | \$659 52 |                    |
| B | receivable.....                       | 1,000 00 |                    |
| E | by agents .....                       | 609 71   |                    |
| O | n accounts.....                       | 487 03   |                    |
| M | als and supplies.....                 | 250 00   |                    |
|   |                                       |          | 3,006 26           |
| P | loss (deficiency) .....               |          | 1,291 91           |
|   |                                       |          | <u>\$61,874 37</u> |

## LIABILITIES.

|   |          |                    |
|---|----------|--------------------|
| Capital stock.....                            |          | \$30,710 00        |
| Funded debt.....                              |          | 30,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |          |                    |
| Interest on funded debt due and accrued.....  | \$150 00 |                    |
| Open accounts.....                            | 1,014 87 |                    |
|   |          | 1,164 87           |
|   |          | <u>\$61,874 87</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local |
|---|-----------|
| Number of passengers carried.....               | 40,719    |
| Number of passengers carried one mile.....      | 201,672   |
| Number of tons of freight carried.....          | 12,489    |
| Number of tons of freight carried one mile..... | 69,292    |
| Mixed train mileage.....                        | 29,283    |

| ITEM.  | Earnings.   | Expenses.  | Profit.           |
|--|-------------|------------|-------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$11,398 96 | \$7,283 68 | \$4,115 28        |
| Average per passenger carried.....   | 28          | 18         | 10                |
| Average per passenger per mile.....  | 0565        | 0361       | 0204              |
| Average per passenger train per mile.....  | 389         | 249        | 14                |
| Freight earnings and expenses (including miscellaneous earnings).....                | 4,838 88    | 6,469 56   | Loss.<br>1,630 68 |
| Average per ton of freight carried.....  | 287         | 519        | 152               |
| Average per ton of freight per mile.....   | 0606        | 0637       | 0236              |

| ITEM.  | All local |
|--|-----------|
| Computed on earnings from carrying passengers and freight only.              | Cents.    |
| Average rate received per mile for carrying passengers, all classes.....     | 5.25      |
| Average rate received per mile per ton for carrying freight, all classes.... | 6.98      |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. |
|---|----------------------------------|
| Main line from Port Kent to Keeseville.....     | 5.44                             |
| Sidings and turnouts on main line.....          | .32                              |
| Grand total of track, sidings and turnouts..... | <u>5.76</u>                      |
| Laid with iron rail, main line.....             | 5.76                             |

Weight of rails per yard—iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand.

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges.....    | 1                              | 0                 |
| Wooden bridges.....  | 8                              | 0                 |
| Wooden trestles..... | 4                              | 0                 |
| Total.....           | 13                             | 0                 |

Stub switches are exclusively used on this line.

# KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN. 293

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Telegraph owned and operated by company, miles.....                                  | 5.75                           |
| Cost of real estate now held by company, exclusive of that used in<br>operation..... | \$350 00                       |
| Total assessed value of real and personal property of company.....                   | 2,000 00                       |
| Highway crossings at grade without protection.....                                   | 5                              |

Passenger cars running over road are heated by coal stoves, lighted with kerosene oil and ventilated by raised roof windows.

National Express Company runs over this line and pays \$40 monthly.

Mails carried for subcontractor, who, previous to building of road, transported same by stage.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. |
|---|----------|
| Flour.....  | 1,050    |
| Grain.....  | 3,025    |
| Meats and provisions.....   | 50       |
| Lumber.....   | 500      |
| Pig and bar iron and steel.....   | 1,500    |
| Coal and coke.....  | 1,800    |
| Petroleum and other oils.....   | 100      |
| Shipments of manufactured goods received by railroad companies within<br>this State from manufactories within this State..... | 1,500    |
| All other merchandise.....  | 1,500    |
| All other agricultural products.....  | 500      |
| All other articles not included above.....  | 974      |
| Total.....  | 12,499   |

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during the year. | 30         |
| Aggregate amount of salaries and wages paid them during year.....         | \$6,971 66 |

## Officers of the Company.

| Name.                   | Title.                             | Official Address. |
|-------------------------|------------------------------------|-------------------|
| EDMUND K. BABER.....    | President.....                     | Keeseville, N. Y. |
| RUFUS PRESCOTT.....     | Vice-President.....                | Keeseville, N. Y. |
| CHARLES M. HOPKINS..... | Treasurer.....                     | Keeseville, N. Y. |
| ALBERT W. BOYNTON.....  | Secretary and Passenger Agent..... | Keeseville, N. Y. |
| CONANT S. TAYLOR.....   | General Manager.....               | Keeseville, N. Y. |

## Directors of the Company.

| Name.                    | Residence.         |
|--------------------------|--------------------|
| CHARLES F. TABOR.....    | Keeseville, N. Y.  |
| RUFUS PRESCOTT.....      | Keeseville, N. Y.  |
| EDMUND K. ROMEYN.....    | Keeseville, N. Y.  |
| GEORGE N. KINGSLAND..... | Keeseville, N. Y.  |
| CONANT S. TAYLOR.....    | Keeseville, N. Y.  |
| RICHARD HOAG.....        | Keeseville, N. Y.  |
| CHARLES M. HOPKINS.....  | Keeseville, N. Y.  |
| HEMAN H. FORRECE.....    | Keeseville, N. Y.  |
| THOMAS S. COOLIDGE.....  | Glens Falls, N. Y. |
| EDMUND K. BABER.....     | Keeseville, N. Y.  |
| HENRY M. MOULD.....      | Keeseville, N. Y.  |
| LEWIS S. CRANDALL.....   | Troy, N. Y.        |
| ADELBERT W. BOYNTON..... | Keeseville, N. Y.  |

Title of Company, The Keeseville, Ausable Chasm and Lake Champlain Railroad  
 Co. any.  
 al offices at Keeseville, Essex county, N. Y.  
 of close of fiscal year, June 30.  
 of stockholders' annual meeting, first Tuesday in April.  
 information concerning this report address C. M. Hopkins, Treasurer.

## KINDERHOOK AND HUDSON.

(Date of charter, January 9, 1889.)

The Kinderhook and Hudson Railway Company, with a capital stock of \$170,000, was incorporated under and in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1880.

The statement below made shows the operation of the road for ten months, ending June 30, 1891, nine months of which operation was by the syndicate who built the road and delivered it over to the company June 1, 1891.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter.....      | 1,700          | \$170,000        |
| Issued for actual cash .....           | 17             | \$1,700          |
| Issued on account of construction..... | 1,683          | 168,300          |
| Total now outstanding.....             | 1,700          | \$170,000        |

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | Date.        | Term, years. | INTEREST.  |               | Amount authorized | Amount outstanding. |
|---------------------------|--------------|--------------|------------|---------------|-------------------|---------------------|
|                           |              |              | Rate.      | When payable. |                   |                     |
| First mortgage bonds..... | Dec. 1, 1889 | 20           | p. c.<br>6 | Not reported. | \$375,000         | \$375,000           |

## Cost of Road.

Total cost up to  
June 30, 1891.

|                                   |              |
|-----------------------------------|--------------|
| Purchase of constructed road..... | \$562,490 83 |
|-----------------------------------|--------------|

## Income Account for Ten Months Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....                | \$36,497 93 |
| Less operating expenses (excluding all taxes)..... | 20,509 94   |

|                                     |         |
|-------------------------------------|---------|
| Gross income from all sources ..... | \$15,98 |
|-------------------------------------|---------|

## Deductions from income, as follows, viz.:

|  |            |
|--|------------|
| Interest on funded debt due and accrued .....  | \$1,875 00 |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes ..... | 225 98     |

2,

|   |       |
|---|-------|
| Surplus for ten months June 30, 1891..... | \$13. |
|---|-------|

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                        | Passenger.  | Freight.    | Total.      |
|----------------------------------|-------------|-------------|-------------|
| Freight, all local .....         |             | \$24,054 10 | \$24,054 10 |
| Passengers, all local .....      | \$11,828 00 |             | 11,828 00   |
| Mail .....                       | 607 19      |             | 607 19      |
| Express .....                    | 346 90      |             | 346 90      |
| Miscellaneous, as follows, etc.: |             |             |             |
| Freight car mileage .....        |             | 161 79      | 161 79      |
| Total gross earnings .....       | \$12,282 09 | \$24,215 89 | \$36,497 98 |

## OPERATING EXPENSES.

## Maintenance of way and structures:

|                                       |            |             |             |
|---------------------------------------|------------|-------------|-------------|
| Total for ten months' operation ..... | \$6,836 65 | \$13,673 29 | \$20,509 94 |
|---------------------------------------|------------|-------------|-------------|

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                   |                     |
|-----------------------------------|---------------------|
| Cost of road and equipment .....  | \$562,496 83        |
| Current assets, as follows, viz.: |                     |
| Cash on hand .....                | 504 42              |
| Open accounts .....               | 10 00               |
|                                   | <u>\$563,006 25</u> |

## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....                           | \$170,000 00        |
| Funded debt .....                             | 375,000 00          |
| Current liabilities, as follows, viz.:        |                     |
| Interest on funded debt due and accrued ..... | 1,875 00            |
| Open accounts .....                           | 2,243 19            |
| Profit and loss (surplus) .....               | 13,887 06           |
|   | <u>\$563,006 25</u> |

## Traffic and Mileage Statistics.

## ITEM.

## All local.

|  |               |
|--|---------------|
| Number of passengers carried .....               | 39,977        |
| Number of passengers carried one mile .....      | 282,876       |
| Number of tons of freight carried .....          | 86,520        |
| Number of tons of freight carried one mile ..... | 201,613       |
| Passenger train mileage .....                    | 28,852        |
| Freight train mileage .....                      | 7,560         |
|  | <u>36,412</u> |

## Description of Road.

## TRACK.

## Miles owned, all in N. Y. State.

|  |              |
|--|--------------|
| Mile from Niverville to Hudson Junction, single track .....  | 16.23        |
| Sidings and turnouts on main line .....  | 1            |
| Total of tracks, sidings and turnouts .....  | <u>17.23</u> |
| Length of steel rail, main line .....  | 16.23        |
| Length of steel rail, sidings .....  | 1            |
| Weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel ..... |              |

## Description of Road — (Continued).

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges .....   | 4                              | Feet<br>393       |
| Wooden bridges ..... | 1                              | 29                |
| Total .....          | 5                              | 422               |

| EQUIPMENT.                          | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....        | 2          | 80,000                         | 2                               | 2                                 |
| First-class passenger cars .....    | 2          | 38,000                         | 2                               | 2                                 |
| Baggage, mail and express car ..... | 1          | 36,000                         | 1                               | 1                                 |
| Total .....                         | 3          | .....                          | 3                               | 3                                 |
| Box freight cars .....              | 10         | 22,000                         | .....                           | .....                             |
| Coal freight cars .....             | 2          | 20,000                         | .....                           | .....                             |
| Flat freight cars .....             | 8          | 18,000                         | .....                           | .....                             |
| Service cars .....                  | 4          | 750                            | .....                           | .....                             |
| Total .....                         | 24         | .....                          | .....                           | .....                             |

Westinghouse air brake on passenger cars; Clarke-Jeffrey coupler; split point switches are used on the entire line.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Road constructed and opened for business during the year, miles ..... | 16.28                       |
| Length of steel rails laid during year in repairs, feet .....         | 750                         |
| Highway crossings at grade without protection .....                   | 20                          |

Passenger cars are heated by stoves, lighted by coal oil lamps and ventilated by side ventilators.

The American Express Company does business over this road.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour .....  | 404      | 1.19      |
| Grain .....  | 153      | .42       |
| Meats and provisions .....   | 104      |           |
| Lumber .....   | 482      |           |
| Coal and coke .....  | 10,355   |           |
| Petroleum and other oils .....   | 96       |           |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. | 507      |           |
| All other manufactures .....   | 2,843    |           |
| All other merchandise .....  | 1,676    |           |
| All other agricultural products .....  | 1,758    |           |
| All other articles not included above .....  | 18,142   |           |
| Total .....  | 36,520   |           |



EMPLOYEES.

Average number of persons employed (including officials) during year... 33  
Aggregate amount of salaries and wages paid them during year..... \$14,240 00

Officers of the Company.

| Name.                 | Title                            | Official Address.         |
|-----------------------|----------------------------------|---------------------------|
| J. V. CLARKE.....     | President .....                  | 34½ Pine st., N. Y. city. |
| J. MULLIN.....        | Vice-President.....              | Watertown, N. Y.          |
| FRANK WALTIS .....    | Treasurer.....                   | Syracuse, N. Y.           |
| JOHN R. PAWLING ..... | Secretary .....                  | Watertown, N. Y.          |
| J. W. BROWN.....      | Superintendent and Gen. Manager. | Hudson, N. Y.             |

Directors of the Company.

| Name.                    | Residence.                |
|--------------------------|---------------------------|
| GEORGE B. PHELPS.....    | Watertown, N. Y.          |
| T. H. CAMP.....          | Watertown, N. Y.          |
| J. R. PAWLING.....       | Watertown, N. Y.          |
| H. H. RICE.....          | Watertown, N. Y.          |
| J. MULLIN.....           | Watertown, N. Y.          |
| E. M. GATES.....         | Watertown, N. Y.          |
| J. F. MOFFETT.....       | Watertown, N. Y.          |
| R. H. HUNTINGTON.....    | Watertown, N. Y.          |
| FRANK WALTIS.....        | Syracuse, N. Y.           |
| J. V. CLARKE.....        | 34½ Pine st., N. Y. city. |
| J. D. PARSONS.....       | Albany, N. Y.             |
| J. SPENCER HOSFORD ..... | Kinderhook, N. Y.         |
| O. G. STAPLES.....       | Washington, D. C.         |

Title of company, The Kinderhook and Hudson Railway Company.

General offices at Hudson, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in January.

For information concerning this report, address Frank Waltis, Treasurer, Syracuse, N. Y.

LACKAWANNA AND PITTSBURGH.

REPORT OF M. S. BLAIR, AGENT, FROM NOVEMBER 1, 1890, TO JUNE 30, 1891.

(Date of charter, June 1, 1883.)

The Olean railroad company was organized under the General Railroad Act to construct a narrow-gauge railroad from Olean, Cattaraugus county, N. Y., to Bolivar, Allegany county, N. Y.

The Friendship Railroad Company was organized under the same act to construct a narrow-gauge railroad from Bolivar to Friendship, Allegany county, N. Y.

The Allegany Central Railroad Company was organized under the same act, September 29, 1881, to construct a narrow-gauge railroad from Friendship to Swains, Allegany county, N. Y.

The above three named companies were consolidated, November 21, 1881, as the Allegany Central Railroad Company, and thereafter completed and operated a narrow-gauge railroad from Olean to Swains, N. Y.

The Lackawanna and Pittsburgh Railroad Company was organized under the General Railroad Act, November 1, 1882, to construct a standard-gauge railroad from Belfast, Allegany county, to Perkinsville, Steuben county, N. Y.

The said two last companies were consolidated, June 1, 1883, as the Lackawanna and Pittsburgh Railroad Company, and thereafter completed the construction of and operated a narrow-gauge railroad from Olean to Angelica, and a standard-gauge railroad from Belfast to Perkinsville, aforesaid.

A special term of the Supreme Court, held in the city of Buffalo, on the 8th day of March, 1884, Hon. Albert Halght, justice, presiding, Geo. D. Chapman, of Angelica, was appointed receiver of the Lackawanna and Pittsburgh Railroad Company, in pursuance of a decree of the Supreme Court, made March 11, 1889, in the case of the Lackawanna and Pittsburgh Railroad Company and the Mercantile Trust Company against the Lackawanna and Pittsburgh Railroad Company.

Under a decree of foreclosure and sale, made March 11, 1889, the Lackawanna and Pittsburgh railroad was, on the 27th day of April, 1889, duly sold to a committee of bondholders, and by a deed dated May 29, 1889, they conveyed said railroad to the Lackawanna and Pittsburgh Railroad Company, a company which had been duly organized under the laws of the State of New York on May 7, 1889.

The Rochester, Hornellsville and Lackawanna Railroad Company was organized under the General Railroad Act on June 9, 1886, to construct a standard-gauge railroad from the city of Hornellsville, Steuben county, N. Y., to Hornellsville Junction, Allegany county, N. Y., where it intersects the Lackawanna and Pittsburgh Railroad.

Said last two named companies, viz., the Rochester, Hornellsville and Lackawanna and the Lackawanna and Southwestern railroad companies were, on the 2d day of October, 1889, consolidated as the Lackawanna and Southwestern Railroad Company, which said company thereafter operated the entire property.

On June 16, 1890, Mr. George D. Chapman took possession of the property and operated it under the name and title of George D. Chapman, receiver of the Lackawanna and Pittsburgh Railroad Company, until October 12, 1890, when operation ceased, and the major portion of the property has since remained idle.

At a Special Term of the Supreme Court, held in the city of Buffalo on the 8th day of September, 1890, Mitchell S. Blair, of Angelica, N. Y., was appointed receiver of the Rochester, Hornellsville and Lackawanna Railroad Company.

So much of the narrow-gauge portion of the Lackawanna and Pittsburgh road as lays between Bolivar, Allegany county, N. Y., and Olean, Cattaraugus county, N. Y., eighteen miles in length, has been in operation since November 1, 1890, and it is such operation which is covered by this report.

#### Income Account for Year Ending June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$9,749 17 |
| Less operating expenses (excluding all taxes) ..... | 8,980 04   |
| Surplus for the year ending June 30, 1891.....      | \$769 13   |

#### Analysis of Gross Earnings and Operating Expenses.

##### EARNINGS.

|                                  | Passenger. | Freight.   | Total.     |
|----------------------------------|------------|------------|------------|
| Freight, local .....             |            | \$4,755 47 | \$4,755 47 |
| Passengers, through.....         | \$93 54    |            | 93 54      |
| Passengers, local.....           | 2,697 47   |            | 2,697 47   |
| Express .....                    | 280 00     |            | 280 00     |
| Miscellaneous, as follows, viz.: |            |            |            |
| Train collections .....          | 1,922 69   |            | 1,922 69   |
| Total gross earnings.....        | \$4,993 70 | \$4,755 47 | \$9,749 17 |

##### OPERATING EXPENSES.

|  |            |            |            |
|--|------------|------------|------------|
| <i>Maintenance of way and structures:</i>                      |            |            |            |
| Repairs of track .....   | \$444 04   | \$223 01   | \$666 05   |
| Repairs of roadbed.....  | 1,519 16   | 769 58     | 2,278 74   |
| Repairs of bridges (including culverts and cattle-guards)..... | 258 81     | 129 40     | 388 21     |
| Other expenses for maintenance of way and structures.....      | 64 24      | 32 12      | 96 36      |
| Total.....   | \$2,286 25 | \$1,143 11 | \$3,429 36 |
| <i>Maintenance of equipment:</i>                               |            |            |            |
| Repairs of locomotives .....                                   | \$74 70    | \$37 35    | \$112 05   |
| Repairs of cars .....  | 245 98     | 122 99     | 368 97     |
| Repairs of machinery and tools.....                            | 27 37      | 13 68      | 41 05      |
| Total.....   | \$348 05   | \$174 02   | \$522 07   |
| <i>Conducting transportation:</i>                              |            |            |            |
| Wages of conductors and men.....                               | \$697 50   | \$348 75   | \$1,046 25 |
| Wages of engineers and firemen .....                           | 626 27     | 313 13     | 939 40     |
| Fuel for locomotives .....                                     | 540 69     | 270 34     | 811 03     |
| Oil and waste .....  | 31 53      | 15 77      | 47 30      |
| Wages of station agents and clerks .....                       | 574 27     | 287 14     | 861 41     |
| Wages for labor at stations .....                              | 75 17      | 37 58      | 112 75     |
| Wages of watchmen, flagmen and switchmen.....                  | 277 10     | 138 54     | 415 64     |
| Other expenses for conducting transportation .....             | 65 63      | 32 82      | 98 45      |
| Total.....   | \$2,888 16 | \$1,444 07 | \$4,332 23 |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|   | Passenger. | Freight.   | Total.     |
|---|------------|------------|------------|
| <i>General expenses:</i>                      |            |            |            |
| Salaries of general officers and clerks ..... | \$400 00   | \$200 00   | \$600 00   |
| Stationery and printing .....                 | 24 57      | 12 28      | 36 85      |
| Telegraph maintenance and operation .....     | 33 33      | 16 67      | 50 00      |
| Other general expenses.....                   | 6 35       | 3 18       | 9 53       |
| Total.....                                    | \$464 25   | \$232 13   | \$696 38   |
| Grand total operating expenses.....           | \$5,986 71 | \$2,993 33 | \$8,980 04 |

## Agent's General Balance Sheet June 30, 1891.

## ASSETS.

*Current assets, as follows, viz:*

|                             |                   |
|-----------------------------|-------------------|
| Cash on hand.....           | \$1,687 20        |
| Due by agents.....          | 93 75             |
| Open accounts.....          | 815 58            |
| Materials and supplies..... | 337 23            |
|                             | <u>\$2,903 76</u> |

## LIABILITIES.

*Current liabilities, as follows, viz:*

|                                     |                   |
|-------------------------------------|-------------------|
| Audited vouchers and pay-rolls..... | \$2,134 60        |
| Profit and loss (surplus) .....     | 759 13            |
|                                     | <u>\$2,903 76</u> |

## Traffic and Mileage Statistics.

## ITEM.

Through  
and local.

|  |               |
|--|---------------|
| Number of passengers carried.....                | 13,018        |
| Number of passengers carried one mile.....       | 116,391       |
| Number of tons of freight carried.....           | 8,045         |
| Number of tons of freight carried one mile ..... | <u>91,649</u> |
| Passenger train mileage.....                     | 10,406        |
| Freight train mileage.....                       | <u>5,202</u>  |
| Total train mileage.....                         | <u>15,608</u> |

| ITEM.  | Earnings.  | Expenses.  | Loss.               |
|--|------------|------------|---------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$4,993 70 | \$5,986 71 | \$993 01            |
| Average per passenger carried .....  | 383        | 46         | 077                 |
| Average per passenger per mile .....   | 0429       | 0514       | 0085                |
| Average per passenger train per mile.....  | 4799       | 5753       | 0954                |
| Freight earnings and expenses (including miscellaneous earnings).....                | 4,755 47   | 2,993 33   | Profit.<br>1,762 14 |
| Average per ton of freight carried.....  | 5911       | 372        | 2191                |
| Average per ton of freight per mile .....  | 0519       | 0326       | 0192                |
| Average per freight train per mile.....  | 9141       | 5754       | 3387                |

## ITEM.

Through  
and local.  
Cents.

Computed on earnings from carrying passengers and freight only.

|    |   |     |
|----|---|-----|
| Av | —ge rate received per mile for carrying passengers, all classes.....    | 4.0 |
| Av | —ge rate received per mile per ton for carrying freight, all classes... | 5.1 |

## Description of Road and Equipment.

## TRACK.

Entire length  
in N. Y. State.

|    |   |           |
|----|---|-----------|
| Mi | —le from Bolivar to Olean, main line operated, single track ..... | 18        |
| Sk | — and turnouts on main line.....                                  | 1         |
|    | — and total of tracks, sidings and turnouts.....                  | <u>19</u> |
| La | —th iron rail, main line.....                                     | 18        |
| (  | — of track 3 feet; ballasted with gravel.                         |           |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in lbs. |
|-------------------------------------|------------|-----------------------|--------------------------------|
| Locomotives, 4-drivers.....         | 2          | \$6,000               | 75,000                         |
| Second-class passenger cars.....    | 4          | .....                 | .....                          |
| Baggage, mail and express cars..... | 2          | .....                 | .....                          |
| Total.....                          | 6          | .....                 | .....                          |
| Box freight cars.....               | 24         | .....                 | .....                          |
| Gondolas.....                       | 12         | .....                 | .....                          |
| Flat freight cars.....              | 20         | .....                 | .....                          |
| Total.....                          | 56         | .....                 | .....                          |

Westinghouse automatic brake and Miller coupler used on passenger cars.

Stub switches on entire system.

Passenger cars are heated by stoves and lighted by lamps.

American Express Company runs over this line. Company transports its freight on basis of \$35 per month.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 183.62   | 2.28      |
| Grain.....                                 | 113.07   | 1.40      |
| Meats and provisions.....                  | 11.38    | .14       |
| Lumber.....                                | 6331.43  | 78.70     |
| Pig and bar iron and steel.....            | 149.50   | 1.85      |
| Petroleum and other oils.....              | 9.94     | .12       |
| Manufactures.....                          | 386.90   | 4.81      |
| All other merchandise.....                 | 277.26   | 3.49      |
| All other agricultural products.....       | 376.85   | 2.54      |
| All other articles not included above..... | 204.97   | 4.67      |
| Total.....                                 | 8044.92  | 100       |

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during year... | 21         |
| Aggregate amount of salaries and wages paid them during year.....       | \$6,950 32 |

Title of company, Lackawanna and Pittsburgh Railroad Company.

General offices at Angelica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address M. S. Blair, Agent.

## LACKAWANNA AND SUSQUEHANNA.

BUILT, OWNED, AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

For history of organization, see Report of 1890.

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....           | .....  | \$493,694 02  |
| Bridges .....                               | \$25,110 34  | 82,018 98   |
| Superstructure (including ties).....        | .....  | *382,037 13   |
| Land damages .....                          | .....  | 86,503 81   |
| Passenger and freight stations.....         | .....  | 19,364 53   |
| Engine and car-houses.....                  | .....  | 2,182 81  |
| Engineering expenses.....                   | .....  | 19,273 88   |
| Telegraph line .....                        | .....  | 2,500 00  |
| Total cost of road.....                     | \$25,110 34  | \$1,087,577 16  |
| <b>EQUIPMENT.</b>                           |  |   |
| Locomotives.....                            | .....  | \$103,500 00  |
| Passenger cars.....                         | .....  | 7,600 00  |
| Mail, baggage and express cars .....        | .....  | 5,000 00  |
| Total cost of equipment .....               | .....  | \$116,100 00  |
| Grand total cost of road and equipment..... | \$25,110 34  | \$1,203,677 16  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Renewing bridge over the Susquehanna river at Harpersville with iron.. \$25,110 34

## Officers of the Company.

Same as lessee's report of the Albany and Susquehanna Railroad.

Title of company owning road, Delaware and Hudson Canal Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address R. A. Henry, Auditor.

## LAKE CHAMPLAIN AND MORIAH.

(Date of charter, December 4, 1867.)

## Capital Stock.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter, issued on account of construction and now outstanding..... | 2,000          | \$200,000        |
| Number of stockholders.....  |                | 8                |

\*Superstructure here includes rails; it is impossible to separate them accurately.

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....                      |  | \$122,897 13  |
| Bridges .....   |  | 33,914 85   |
| Superstructure (including ties and rails) .....         |  | 88,709 98   |
| Land, land damages and fences .....                     |  | 33,378 79   |
| Passenger and freight stations .....                    |  | 4,670 91  |
| Engine and car-houses, shops, machinery and tools ..... | \$230 86   | 39,748 08   |
| Engineering expenses .....                              |  | 5,680 08  |
| Total cost of road .....                                | \$230 86   | \$326,908 95  |
| <b>EQUIPMENT.</b>                                       |  |   |
| Locomotives .....                                       | \$9,869 15   | \$61,818 00   |
| Passenger cars .....                                    | 12 40  | 5,112 40  |
| Freight and other cars .....                            | 7,930 00   | 64,020 00   |
| Total cost of equipment .....                           | \$17,811 55  | \$126,950 40  |
| *Grand total cost of road and equipment .....           | \$18,042 41  | \$447,859 35  |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                             | \$126,308 91 |
| Less operating expenses (excluding all taxes) .....             | 101,794 28   |
| Net earnings from operation .....                               | \$24,514 71  |
| <i>Income from other sources as follows, viz.:</i>              |              |
| Interest and rents .....  | 518 44       |
| Gross income from all sources .....                             | \$24,933 15  |
| <i>Deductions from income as follows, viz.:</i>                 |              |
| Taxes on property used in operation of road .....               | \$2,426 01   |
| Taxes on earnings and capital stock .....                       | 1,832 44     |
| Taxes other than above .....                                    | 81 79        |
|   | 4,040 24     |
| Net income from all sources .....                               | \$20,892 91  |
| <i>Payments from net income as follows, viz.:</i>               |              |
| Dividends declared, 10 per cent on \$200,000 common stock ..... | 20,000 00    |
| Surplus for the year ending June 30, 1891 .....                 | \$892 91     |

## General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891 ..... | \$892 91     |
| Surplus up to June 30, 1890 .....           | 265,862 48   |
| Increased cost of road and equipment .....  | \$18,042 41  |
| Increased cost of inventory .....           | 6,976 52     |
|   | 25,018 93    |
| Total surplus June 30, 1891 .....           | \$311,774 39 |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                   |       |     |
|-----------------------------|-------|-----|
| Freight, all local .....    |       | \$7 |
| Passengers, all local ..... |       | 1   |
| Total gross earnings .....  | \$126 | 91  |

\* The great cost of road and equipment is due to the fact that the grades are heavy, running as high as 250 feet to the mile, and aggregating nearly 1,400 feet per mile in 7.46 miles. Nearly all the business is furnished by the iron ore mines of Minnesota. When these mines are exhausted or worked out, the use of the road must necessarily cease.

## OPERATING EXPENSES.

*Maintenance of way and structures :*

|   |                    |
|---|--------------------|
| Repairs of track and roadbed .....                              | \$16,965 44        |
| Repairs of bridges (including culverts and cattle-guards) ..... | 57 04              |
| Repairs of stations, shops, docks, buildings and trestle .....  | 3,945 64           |
| Repairs of fences .....   | 1,074 42           |
| Other expenses for maintenance of way and structures .....      | 728 54             |
| <b>Total .....</b>  | <b>\$22,771 08</b> |

*Maintenance of equipment :*

|   |                    |
|---|--------------------|
| Repairs of locomotives .....                      | \$9,901 32         |
| Repairs of cars .....                             | 4,996 88           |
| Repairs of machinery and tools .....              | 272 84             |
| Other expenses for maintenance of equipment ..... | 14,886 26          |
| <b>Total .....</b>                                | <b>\$29,756 30</b> |

*Conducting transportation :*

|  |                    |
|--|--------------------|
| Wages of conductors and men .....                  | \$9,368 84         |
| Wages of engineers and firemen .....               | 9,515 74           |
| Fuel for locomotives .....                         | 18,331 45          |
| Oil and waste .....                                | 1,647 24           |
| Water supply .....                                 | 323 34             |
| Wages of station agents and clerks .....           | 2,619 99           |
| Wages of watchmen, flagmen and switchmen .....     | 979 39             |
| Other expenses for conducting transportation ..... | 697 07             |
| <b>Total .....</b>                                 | <b>\$49,483 06</b> |

*General expenses :*

|  |                   |
|--|-------------------|
| Salaries of general officers and clerks .....            | \$1,808 00        |
| General office expenses and supplies .....               | 100 11            |
| Stationery and printing .....                            | 90 46             |
| Legal expenses .....                                     | 150 00            |
| Injuries to persons .....                                | 400 00            |
| Telegraph maintenance and operation .....                | 74 00             |
| Mileage of cars of other companies (debit balance) ..... | 178 07            |
| Other general expenses .....                             | 2,987 12          |
| <b>Total .....</b>                                       | <b>\$5,768 76</b> |

|   |                     |
|---|---------------------|
| <b>Grand total operating expenses .....</b> | <b>\$101,794 20</b> |
|---|---------------------|

## General Balance Sheet June 30, 1891.

## ASSETS.

|                         |              |
|-------------------------|--------------|
| Cost of road .....      | \$326,900 25 |
| Cost of equipment ..... | 120,960 40   |

*Current assets, as follows, viz.:*

|                              |                     |
|------------------------------|---------------------|
| Cash on hand .....           | \$217 52            |
| Due by agents .....          | 874 45              |
| Open accounts .....          | 21,781 68           |
| Materials and supplies ..... | 41,060 07           |
|                              | 63,923 67           |
|                              | <b>\$511,774 32</b> |

## LIABILITIES.

|                                 |                     |
|---------------------------------|---------------------|
| Capital stock .....             | \$200,000 00        |
| Profit and loss (surplus) ..... | 311,774 32          |
|                                 | <b>\$511,774 32</b> |

## Traffic and Mileage Statistics.

## ITEM.

All local.

|  |           |
|--|-----------|
| Number of passengers carried .....               | 6,077     |
| Number of passengers carried one mile .....      | 42,539    |
| Number of tons of freight carried .....          | 462,875   |
| Number of tons of freight carried one mile ..... | 3,502,721 |
| Freight train mileage .....                      | 4,354     |
| Light train mileage .....                        | 43,484    |
| Other train mileage .....                        | 76,080    |
| Grand total train mileage .....                  | 123,918   |

## ITEM.

|  |            |
|--|------------|
| Computed on earnings from carrying passengers and freight only.              | All local. |
| Average rate received per mile for carrying passengers, all classes .....    | 3.59       |
| Average rate received per mile per ton for carrying freight, all classes ... | 3.66       |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all<br>in N. Y. State. |
|---|-------------------------------------|
| Main line authorized, from Port Henry, to Mineville, single track ..... | 7.08                                |
| Sidings and turnouts on main line .....                                 | 8.43                                |
| Grand total of tracks, sidings and turnouts .....                       | 15.51                               |
| Laid with steel rail, main line .....                                   | 7.66                                |

Average life of rails — steel, 13 to 20 years; average life of ties, 4 to 6 years; weight of rails per yard — steel, maximum, 60 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and fine ore.

| BRIDGES.             | ENTIRE LINE IN NEW YORK<br>STATE. |                      |
|----------------------|-----------------------------------|----------------------|
|                      | Number.                           | Aggregate<br>length. |
| Iron bridges .....   | 2                                 | Foot<br>220          |
| Wooden bridges ..... | 1                                 | 16                   |
| Total .....          | 3                                 | 236                  |

| EQUIPMENT.                        | No. owned. | Average cost of<br>each. | Maximum<br>weight of each<br>in lbs. | Average life of<br>each in years. | No. equipped<br>with patent<br>brake. | No. equipped<br>with patent<br>coupler. |
|-----------------------------------|------------|--------------------------|--------------------------------------|-----------------------------------|---------------------------------------|---|
| Locomotives, 6 drivers .....      | 5          | \$18,547                 | 111,373                              | 10                                | 5                                     | .....                                   |
| Locomotives, 4 drivers .....      | 4          | 7,129                    | 54,796                               | 10                                | 1                                     | .....                                   |
| Total .....                       | 9          | .....                    | .....                                | .....                             | 6                                     | .....                                   |
| First-class passenger car .....   | 1          | \$4,684                  | 26,890                               | 20                                | 1                                     | 1                                       |
| Second-class passenger cars ..... | 3          | 500                      | 6,720                                | 12                                | .....                                 | .....                                   |
| Total .....                       | 4          | .....                    | .....                                | .....                             | 1                                     | 1                                       |
| Snow plows .....                  | 2          | \$475                    | 14,950                               | 10                                | .....                                 | .....                                   |
| Coal freight cars .....           | 24         | 250                      | 6,484                                | 5                                 | .....                                 | .....                                   |
| Flat freight cars .....           | 3          | 180                      | 7,240                                | 5                                 | .....                                 | .....                                   |
| Service cars .....                | 272        | 255                      | 6,794                                | 6                                 | .....                                 | .....                                   |
| Total .....                       | 301        | .....                    | .....                                | .....                             | .....                                 | .....                                   |

First-class passenger car has Westinghouse air brake and Miller patent buffer and coupler; second-class has hand-wheel brake and link and pin coupler. Freight and service cars have side-lever brake on all wheels and link and pin coupler. The target switch is used exclusively on road.



## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Telegraph owned by company, miles .....                                  | 7.66                           |
| Road constructed and opened for business during the year, miles .....    | 1.722                          |
| Total assessed value of real estate and personal property of company.... | \$163,800                      |
| Railroads crossing road over or under grade. ....                        | 1                              |
| Highway crossings at grade without protection .....                      | 6                              |
| Highway crossings over or under grade.....                               | 2                              |
| Overhead obstructions less than twenty feet above track....              | 2                              |

Passenger cars are heated by steam heater and coal stoves, lighted by oil lamps and lanterns and ventilated by top side ventilators.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage.       |
|---|----------------|
| Flour and grain.....  | 1,636          |
| Lumber, wood and bark.....  | 1,363          |
| Pig and bar iron and steel.....   | 141            |
| Iron .....  | 497,181        |
| Coal and coke.....  | 21,565         |
| Petroleum and other oils.....   | 88             |
| Shipments of manufactured goods received by railroad companies within<br>this State from manufactories within this State..... | 421            |
| All other manufactures.....   | 56             |
| All other merchandise.....  | 109            |
| All other articles not included above (sand and stone) .....  | 315            |
| <b>Total.....</b>   | <b>462,875</b> |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Employees ..... | 3        | 1       | 4      |

## EMPLOYEES.

|   |             |
|---|-------------|
| Average number of persons employed (including officials) during year... | 95          |
| Aggregate amount of salaries and wages paid them during year.....       | \$49,565 82 |

## Officers of the Company.

| Name.                   | Title                  | Official Address.   |
|-------------------------|------------------------|---------------------|
| GEORGE B. SHERMAN.....  | President.....         | Port Henry, N. Y.   |
| ALBERT TOWER.....       | Treasurer.....         | Poughkeepsie, N. Y. |
| FRANK S. WITHERBEE..... | Secretary.....         | Port Henry, N. Y.   |
| E. B. HEDDING.....      | General Superintendent | Port Henry, N. Y.   |

## Directors of the Company.

| Name.                | Residence.          |
|----------------------|---------------------|
| G. R. SHERMAN .....  | Port Henry, N. Y.   |
| W. C. WITHERBEE..... | Port Henry, N. Y.   |
| H. M. BRAEM.....     | New York city.      |
| A. TOWER.....        | Poughkeepsie, N. Y. |
| J. A. BURDEN.....    | Troy, N. Y.         |

of company, Lake Champlain and Moriah Railroad Company.

eral offices at Poughkeepsie and Port Henry, N. Y.

of close of fiscal year, June 30.

of stockholders' annual meeting, second Wednesday in October.

information concerning this report, address A. Tower, Treasurer, Poughkeepsie,

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|   | Passenger      | Freight.       | Total.          |
|---|----------------|----------------|-----------------|
| <i>Maintenance of equipment:</i>                            |                |                |                 |
| Repairs of locomotives.....                                 | \$351,065 27   | \$607,116 88   | \$958,202 15    |
| Repairs of cars .....                                       | 347,860 19     | 1,325,775 54   | 1,673,635 73    |
| * Repairs of machinery and tools .....                      |                |                |                 |
| Total .....   | \$698,945 46   | \$1,932,892 42 | \$2,631,837 88  |
| <i>Conducting transportation:</i>                           |                |                |                 |
| Wages of conductors and men .....                           | \$249,924 75   | \$632,613 62   | \$882,538 37    |
| Wages of engineers and firemen.....                         | 486,478 80     | 841,247 18     | 1,327,725 98    |
| Fuel for locomotives .....                                  | 340,254 89     | 588,388 36     | 928,643 25      |
| Oil and waste .....   | 32,112 97      | 55,531 61      | 87,644 58       |
| Water supply .....  | 24,748 45      | 42,796 45      | 67,544 90       |
| Other train supplies or expenses .....                      | 13,049 98      | 2,888 89       | 15,938 87       |
| Wages of station agents, clerks and labor at stations ..... | 594,999 31     | 1,154,998 66   | 1,749,997 97    |
| Station supplies .....                                      | 19,008 69      | 86,833 53      | 105,842 22      |
| Wages of watchmen, flagmen and switchmen.....               | 266,278 40     | 460,463 96     | 726,742 36      |
| Total .....   | \$2,026,856 24 | \$3,815,762 26 | \$5,842,618 50  |
| <i>General expenses:</i>                                    |                |                |                 |
| Salaries of general officers and clerks.....                | \$135,832 70   | \$263,205 78   | \$399,038 48    |
| General office expenses and supplies.....                   | 14,750 24      | 28,632 82      | 43,383 06       |
| Stationery and printing .....                               | 43,282 81      | 84,019 58      | 127,302 39      |
| Outside agencies and advertising .....                      | 94,779 67      | 136,605 35     | 230,385 02      |
| Legal expenses.....   | 24,983 50      | 48,497 37      | 73,480 87       |
| Loss and damage of freight and baggage.....                 | 5,989 36       | 53,904 23      | 59,893 59       |
| Damage to cattle and property.....                          | 7,015 30       | 12,131 25      | 19,146 55       |
| Injuries to persons .....                                   | 43,434 86      | 75,109 19      | 118,543 05      |
| Telegraph maintenance and operation .....                   | 117,006 84     | 202,334 98     | 319,341 82      |
| Mileage of cars of other companies (debit balance).....     | 80,034 00      | 462,019 76     | 542,053 76      |
| Other general expenses, rents payable .....                 | 31,975 51      | 62,070 10      | 94,045 61       |
| Total .....   | \$549,094 29   | \$1,427,530 41 | \$1,976,624 70  |
| Grand total operating expenses .....                        | \$4,334,747 23 | \$9,040,281 37 | \$13,375,028 60 |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                 |                 |
|---|-----------------|-----------------|
| Cost of road .....                                    |                 | \$66,700,000 00 |
| Cost of equipment.....                                |                 | 17,300,000 00   |
| <i>Other permanent investments, as follows, viz.:</i> |                 |                 |
| Stock of other companies.....                         | \$14,865,255 50 |                 |
| Bonds of other companies .....                        | 687,400 00      |                 |
|   |                 | 15,552,655 50   |
| Miscellaneous .....                                   |                 | 5,873,347 33    |
| <i>Current assets, as follows, viz.:</i>              |                 |                 |
| Cash on hand .....                                    | \$1,992,693 02  |                 |
| Bills receivable.....                                 | 3,400 00        |                 |
| Due by agents .....                                   | 477,768 02      |                 |
| Open accounts, traffic .....                          | 1,577,284 36    |                 |
| Materials and supplies .....                          | 663,349 03      |                 |
| Sundries, open accounts other than traffic .....      | 276,605 63      |                 |
|   |                 | 4.99.           |
|   |                 | \$110,397.      |

\* Repairs to machinery and tools included in repairs for which they were r

## LIABILITIES.

|                    |                 |
|--------------------|-----------------|
| Capital stock..... | \$50,000,000 00 |
| Funded debt.....   | 45,766,000 00   |

*Current liabilities, as follows, viz.:*

|   |                         |
|---|-------------------------|
| Interest on funded debt not due but accrued ..... | *257,770 00             |
| Dividends unpaid, paid August 1, 1891.....        | 1,263,337 50            |
| Audited vouchers and pay-rolls .....              | 1,618,082 57            |
| Profit and loss (surplus) .....                   | 11,491,912 82           |
|   | <u>\$110,397,102 89</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.    | Local.        | Total.        |
|---|-------------|---------------|---------------|
| Number of passengers carried.....           | 89,330      | 5,321,564     | 5,410,894     |
| Number of passengers carried one mile....   | 47,233,200  | 196,252,030   | 243,485,230   |
| Number of tons of freight carried. ....     | 3,285,155   | 7,974,656     | 11,259,811    |
| Number of tons of freight carried one mile. | 948,313,400 | 1,112,408,149 | 2,060,721,549 |

|                              |       |       |            |
|------------------------------|-------|-------|------------|
| Passenger train mileage..... | ..... | ..... | 4,408,632  |
| Freight train mileage.....   | ..... | ..... | 7,628,397  |
| Total train mileage .....    | ..... | ..... | 12,037,029 |

| ITEM.   | Earnings.      | Expenses.      | Profit.      |
|---|----------------|----------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) \$6,976,412 22 | \$4,334,747 23 | \$2,641,664 99 |              |
| Average per passenger carried .....   | 1 29           | 80             | 49           |
| Average per passenger per mile.....   | 0286           | 0178           | 0108         |
| Average per passenger train per mile.....   | 1 58           | 98             | 60           |
| Freight earnings and expenses (including miscellaneous earnings).....                               | 13,515,544 92  | 9,040,281 37   | 4,475,263 55 |
| Average per ton of freight carried .....  | 1 20           | \$0            | 40           |
| Average per ton of freight per mile .....   | 00656          | 00438          | 00218        |
| Average per freight train per mile .....  | 1 773          | 1 186          | 587          |

| ITEM.  | Through.     | Local.       | Through and local. |
|--|--------------|--------------|--------------------|
| Computed on earnings from carrying passengers and freight only.                |              |              |                    |
| Average rate received per mile for carrying passengers, first-class .....      | Cents. 2.177 | Cents. 2.302 | Cents. 2.218       |
| Average rate received per mile for carrying passengers, second-class.....      | 1.959        | 1.802        | 1.824              |
| Average rate received per mile for carrying passengers, all classes.....       | 2.175        | 2.088        | 2.104              |
| Average rate received per mile per ton for carrying freight, all classes ..... | .552         | *.697        | 1.63               |

\* amount stands in profit and loss as per company's general ledger.  
the figures reported these should be 0.721 and 0.543 cents respectively. — R. R.  
Commissioners.

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.           |                | Miles leased, entire length, all outside N. Y. State. | TOTAL MILES.           |                |
|---|------------------------|----------------|---|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. |   | Length in N. Y. State. | Entire length. |
| Main line from Buffalo to Chicago, single track..     | 69.50                  | 540.49         | .....   | 69.50                  | 540.49         |
| Branches or other roads, single track .....           | 1.50                   | 582.14         | 322.65  | 1.50                   | 904.79         |
| Total single track .....                              | 71.00                  | 1122.63        | 322.65  | 71.00                  | 1445.28        |
| Second track on main line .....                       | 69.50                  | 261.21         | .....   | 69.50                  | 261.21         |
| Second track branches or other roads .....            | .....                  | 104.16         | .....   | .....                  | 104.16         |
| Total second track .....                              | 69.50                  | 365.37         | .....   | 69.50                  | 365.37         |
| Third track on main line .....                        | .....                  | 7.71           | .....   | .....                  | 7.71           |
| Sidings and turnouts on main line .....               | 41.64                  | 388.09         | .....   | 41.64                  | 388.09         |
| Sidings and turnouts on branches or other roads ..... | .....                  | 108.11         | 65.42   | .....                  | 233.63         |
| Total sidings and turnouts .....                      | 41.64                  | 556.20         | 65.42   | 41.64                  | 621.62         |
| Grand total of tracks, sidings and turnouts .....     | 182.14                 | 2051.91        | 388.07  | 182.14                 | 2,439.98       |
| Laid with steel rail, main line .....                 | 69.50                  | 540.49         | .....   | 69.50                  | 540.49         |
| Laid with steel rail, branches or other roads .....   | .....                  | 528.68         | 257.98  | .....                  | 786.66         |
| Laid with iron rail, branches or other roads .....    | 1.50                   | 58.46          | 64.67   | 1.50                   | 118.13         |

Average life of rails—steel, about 14 years; average life of ties, 9 years; weight of rails per yard—steel, maximum, 71 lbs., minimum, 60 lbs.; iron, maximum, 60 lbs., minimum, 50 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel, stone, slag and cinders.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                              | From                       | To                               | Length in New York State. | Entire length. | Owned or leased. | Miles of double track. | Miles laid with steel rail. | Miles laid with iron rail. |
|--|----------------------------|----------------------------------|---------------------------|----------------|------------------|------------------------|-----------------------------|----------------------------|
| Northern Division.....                               | Elyria Junction..          | Millbury Junct'n via Sandusky .. | .....                     | 72.96          | Owned..          | 62.04                  | 134.99                      | .....                      |
| Sandusky Pier .....                                  | Junction at Sandusky ..... | Old Depot, Sandusky ..           | .....                     | 3.72           | Owned..          | .....                  | 3.72                        | .....                      |
| Ashtabula .....                                      | Ashtabula Harbor .....     | Jamestown .....                  | .....                     | 38.31          | Owned..          | .....                  | 38.31                       | .....                      |
| Jamestown & Franklin .....                           | Jamestown .....            | Oil City .....                   | .....                     | 50.91          | Leased..         | .....                  | 50.91                       | .....                      |
| Mahoning Coal .....                                  | Youngstown .....           | Andover .....                    | .....                     | 38.31          | Leased..         | .....                  | 38.31                       | .....                      |
| 3 short coal branches, Sharon branch .....           | .....                      | .....                            | .....                     | 3.75           | Leased..         | .....                  | .....                       | 3.75                       |
| Junction with D. & A. V. & P. R. R. at Dunkirk ..... | .....                      | .....                            | .....                     | 8.23           | Leased..         | .....                  | 8.23                        | .....                      |
| Air Line Division.....                               | Air Line Junct'n ..        | Elkhart .....                    | 1.50                      | 1.50           | Owned..          | .....                  | .....                       | 1.50                       |
| D. M. & T. R. R. ....                                | Air Line Junct'n ..        | Detroit .....                    | .....                     | 130.83         | Owned..          | 39.67                  | 170.50                      | .....                      |
| Jack, M. & T. R. R. ....                             | Lenaawee Junct'n ..        | Jackson .....                    | .....                     | 62.36          | Owned..          | 2.45                   | 64.81                       | .....                      |
| Monroe .....   | Lenaawee Junct'n ..        | Monroe .....                     | .....                     | 41.98          | Owned..          | .....                  | 40.91                       | 1.07                       |
| K. & W. P. R. R. ....                                | White Pigeon .....         | Kalamazoo .....                  | .....                     | 29.37          | Owned..          | .....                  | 29.37                       | .....                      |
| K. A. & G. R. R. ....                                | White Pigeon .....         | Kalamazoo .....                  | .....                     | 36.54          | Owned..          | .....                  | 35.77                       | .....                      |
| D. H. & S. W. R. R. ....                             | Ypsilanti .....            | Grand Rapids ..                  | .....                     | 54.42          | Leased..         | .....                  | 54.42                       | .....                      |
| Ft. W. & Jackson R. R. ....                          | Fort Wayne .....           | Bankers .....                    | .....                     | 65.20          | Leased..         | .....                  | 13.42                       | .....                      |
| Northern Cent., Mich. ....                           | Jonesville .....           | Jackson .....                    | .....                     | 97.83          | Leased..         | .....                  | 88.69                       | .....                      |
| Detroit & Chicago .....                              | Detroit Riv. Junc ..       | North Lansing ..                 | .....                     | 61.14          | Owned..          | .....                  | 37.87                       | .....                      |
| Sturgis, Gosh. & St. L. ....                         | Goshen .....               | Fayette .....                    | .....                     | 67.60          | Owned..          | .....                  | 40.79                       | .....                      |
| .....  | .....                      | Findley .....                    | .....                     | 35.81          | Owned..          | .....                  | 36.81                       | .....                      |
| Total .....  | .....                      | .....                            | 1.50                      | 904.79         | .....            | 104.16                 | 890.63                      | .....                      |

## Description of Road and Equipment—(Continued).

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 12                 | 1,373.5           | 135          | 11,710.916        |
| Wooden bridges.....  |                    |                   | 63           | 6,761.834         |
| Wooden trestles..... | 2                  | 200               | 166          | 21,556.5          |
| Total.....           | 14                 | 1,573.5           | 344          | 40,019.25         |

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
|                                     |            |                       |                                |                                |                                 |                                   |
| Locomotives, 6 drivers.....         | 151        | \$8,400               | 193,000                        | 15                             | 150                             | .....                             |
| Locomotives, 4 drivers.....         | 400        | 9,700                 | 182,000                        | 15                             | 371                             | .....                             |
| Total.....                          | 551        | .....                 | .....                          | .....                          | 521                             | .....                             |
| Dining and buffet.....              | 8          | \$7,500               | 94,000                         | 15                             | 8                               | 8                                 |
| First-class passenger cars.....     | 140        | 3,500                 | 54,000                         | 15                             | 140                             | 140                               |
| Second-class passenger cars.....    | 57         | 3,000                 | 47,000                         | 15                             | 57                              | 57                                |
| Baggage, mail and express cars..... | 118        | 1,000                 | 73,000                         | 15                             | 118                             | 118                               |
| Total.....                          | 323        | .....                 | .....                          | .....                          | 323                             | 323                               |
| Ore cars.....                       | 50         | \$650                 | 36,250                         | 15                             | .....                           | .....                             |
| Box freight cars.....               | 11,742     | 420                   | 26,840                         | 15                             | 183                             | 2,405                             |
| Stock freight cars.....             | 1,489      | 420                   | 26,700                         | 15                             | 201                             | 308                               |
| Coal freight cars.....              | 4,190      | 340                   | 24,700                         | 15                             | .....                           | .....                             |
| Flat freight cars.....              | 1,899      | 300                   | 22,300                         | 15                             | .....                           | 152                               |
| Caboose, 8-wheel cars.....          | 276        | 800                   | 22,000                         | 15                             | .....                           | .....                             |
| Service cars.....                   | 258        | 850                   | 20,000                         | 15                             | 4                               | .....                             |
| Total.....                          | 19,904     | .....                 | .....                          | .....                          | 388                             | 2,865                             |

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with Westinghouse air brake and Janney and Gould coupler.

Split switches are used on the main track, main line; split and stub on branches.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Telegraph owned and operated by company, miles.....           | 204             | 3,183        |
| Length of steel rails laid during year in repairs, miles..... | 3.23            | 140.21       |
| Railroads crossing road at grade.....                         | 2               | 93           |
| Railroads crossing road over or under grade.....              | 2               | 15           |
| Way crossings at grade without protection.....                | 68              | 1,684        |
| Way crossings at grade protected by gates or flagmen.....     | 16              | 194          |
| Way crossings over or under grade.....                        | 7               | 79           |
| ad obstructions less than twenty feet above track.....        | 2               | 54           |

Passenger cars are heated by Baker heaters, steam heat and stoves, lighted by oil and ventilated by side and end and Creamer automatic ventilators.

American Express Company operates on this road between Buffalo and Cleveland, paying from 15 cents to 50 cents per 100 pounds on freight; United States Express, company between Buffalo and Chicago, paying from 20 cents to 85 cents per 100 pounds freight.

Sleeping and parlor cars are run over this road, owned by the Wagner Palace Car Company; rates, \$2 for a double berth, \$4 for a section, and 25 cents to \$1.50 for seats in drawing-room cars. This company runs and operates eight dining and buffet cars.

Red, White and Midland transportation companies run over this road, co-operative railroads own their cars and pro rate expenses. Merchants' Despatch and Empire line—stock companies—own their cars and receive current rate of mileage and commission on all freight secured by them.

The annual compensation for carrying the mails is as follows: Main line, including railway post-office cars, \$1,032,532.15; branches and leased lines, \$66,575.67; total, \$1,099,107.82.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.          | Per cent.  |
|--|-------------------|------------|
| Flour.....   | 246,507           | 2.2        |
| Grain.....   | 911,721           | 8.1        |
| Meats and provisions.....  | 331,041           | 2.9        |
| Live stock.....  | 522,732           | 4.6        |
| Lumber.....  | 960,545           | 8.5        |
| Pig and bar iron and steel.....  | 792,170           | 7.0        |
| Iron or other ores.....  | 994,306           | 8.8        |
| Coal and coke.....   | 2,695,618         | 23.9       |
| Petroleum and other oils.....  | 512,597           | 4.6        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 53,524            | 0.5        |
| All other manufactures.....  | 354,890           | 3.2        |
| All other merchandises.....  | 703,774           | 6.3        |
| All other agricultural products.....   | 293,342           | 2.6        |
| All other articles not included above.....   | 1,837,044         | 16.8       |
| <b>Total.....</b>  | <b>11,259,811</b> | <b>100</b> |

## NUMBER OF ACCIDENTS.

|                   | Injured.  | Killed.   | Total.    |
|-------------------|-----------|-----------|-----------|
| Passengers.....   | 1         | .....     | 1         |
| Employees.....    | 16        | 6         | 22        |
| Others.....       | 3         | 9         | 12        |
| <b>Total.....</b> | <b>20</b> | <b>15</b> | <b>35</b> |

## EMPLOYEES.

Average number of persons employed (including officials) during year..... 13,968  
 Aggregate amount of salaries and wages paid them during year..... \$3,146,574.46

## Officers of the Company.

| Name.                      | Title.  | Official Address. |
|----------------------------|---|-------------------|
| WILLIAM K. VANDERBILT..... | Chairman of the Board.....                        | New York city.    |
| JOHN NEWELL.....           | President and General Manager.....                | Cleveland, O.     |
| EDWIN D. WORCESTER.....    | Vice-President, Treas. and Secretary.....         | New York city.    |
| DWIGHT W. PARDEE.....      | Assistant Treasurer.....                          | New York city.    |
| NICHOLAS BARTLETT.....     | Local Treasurer and Asst. Secretary.....          | Cleveland, O.     |
| ADDISON HILLS.....         | Assistant to President.....                       | Cleveland, O.     |
| CYRUS P. LELAND.....       | Auditor.....                                      | Cleveland, O.     |
| GEORGE C. GREENE.....      | General Counsel.....                              | Cleveland, O.     |
| O. G. GETZEN-DANNER.....   | Assistant General Counsel.....                    | Cleveland.        |
| PHINEAS F. WRIGHT.....     | General Superintendent.....                       | Cleveland.        |
| W. H. CANNIFF.....         | Assistant General Superintendent.....             | Cleveland.        |
| JOHN T. R. MCKAY.....      | General Freight Agent.....                        | Cleveland.        |
| J. G. JAMES.....           | Assistant General Freight Agent.....              | Cleveland.        |
| M. S. CHASE.....           | Assistant General Freight Agent.....              | Chicago, Ill.     |
| A. J. SMITH.....           | General Passenger and Ticket Agent.....           | Cleveland.        |
| E. C. LUCE.....            | Assistant General Passenger and Ticket Agent..... | Cleveland.        |
| G. H. KIMBALL.....         | Chief Engineer.....                               | Cleveland.        |
| G. W. STEVENS.....         | Superintendent Motive Power.....                  | Cleveland.        |
| JOHN KIRBY.....            | Master Car Builder.....                           | Cleveland.        |
| C. B. COUCH.....           | Purchasing Agent.....                             | Cleveland.        |

## Directors of the Company.

| <i>Name.</i>                  | <i>Residence.</i> |
|-------------------------------|-------------------|
| WILLIAM K. VANDERBILT .....   | New York city.    |
| CORNELIUS VANDERBILT .....    | New York city.    |
| FREDERICK W. VANDERBILT ..... | New York city.    |
| SAMUEL F. BARGER .....        | New York city.    |
| DARIUS O. MILLS .....         | New York city.    |
| EDWIN D. WORCESTER .....      | New York city.    |
| H. MCKAY TWOMBLY .....        | New York city.    |
| WILLIAM L. SCOTT .....        | Erie, Pa.         |
| CHARLES M. REED .....         | Erie, Pa.         |
| RASSELAS BROWN .....          | Warren, Pa.       |
| JOHN NEWELL .....             | Cleveland, O.     |
| JOHN DE KOVEN .....           | Chicago, Ill.     |
| JOHN E. BURRELL .....         | New York city.    |

Title of company, Lake Shore and Michigan Southern Railway Company.

General offices at Cleveland, Ohio.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address Cyrus P. Leland, Auditor.

## LEBANON SPRINGS.

## RECEIVER'S REPORT.

(Date of charter, March 25, 1852.)

For history of organization, etc., see Reports of 1884, 1885 and 1888.

| <i>Road.</i>                   | <i>Additions or betterments during year ending June 30, 1891.</i> |
|--------------------------------|---|
| Bridges.....                   | \$1,092 57  |
| Fences.....                    | 1,968 38  |
| Freight stations .....         | 437 74  |
| Telegraph line.....            | 52 87   |
| <b>Total cost of road.....</b> | <b>\$3,551 56</b>   |

## Income Account for Year Ending June 30, 1891.

|  |                   |
|--|-------------------|
| Gross earnings from operation.....                 | \$63,626 88       |
| Less operating expenses (excluding all taxes)..... | 67,490 90         |
| <b>Loss from operation.....</b>                    | <b>\$3,864 02</b> |

*Income from other sources, as follows, viz.:*

|                            |               |
|----------------------------|---------------|
| Rents .....                | \$10 00       |
| Sale of old material ..... | 330 73        |
|                            | <b>340 73</b> |

|                                  |                   |
|----------------------------------|-------------------|
| Gross loss from all sources..... | <b>\$3,523 29</b> |
|----------------------------------|-------------------|

*Deductions from income, as follows, viz.:*

|              |               |
|--------------|---------------|
| Rentals..... | \$190 00      |
| Taxes.....   | \$49 16       |
|              | <b>239 16</b> |

|                                      |                   |
|--------------------------------------|-------------------|
| De -- year ending June 30, 1891..... | <b>\$3,762 45</b> |
|--------------------------------------|-------------------|

## General Income Account.

|  |            |
|--|------------|
| De -- for year ending June 30, 1891..... | \$3,762 45 |
| By -- to June 30, 1890.....              | 5,398 16   |

|   |            |
|---|------------|
| Le -- dry items carried to profit and loss during current year..... | \$1,635 71 |
|   | 278 98     |

|                            |                   |
|----------------------------|-------------------|
| Surplus June 30, 1891..... | <b>\$1,356 78</b> |
|----------------------------|-------------------|

## DETAILED STATEMENT OF RENTALS.

|  |                 |
|--|-----------------|
| Rent of ground for station at Chatham, N. Y.....       | \$40 00         |
| Rent of ground for engine-house at Bennington, Vt..... | 30 00           |
| Rent of station at Petersburg Junction, N. Y.....      | 120 00          |
| Total amount of rentals deducted from income.....      | <u>\$190 00</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.  | Freight.    | Total.      |
|----------------------------------|-------------|-------------|-------------|
| Freight, through and local.....  |             | \$38,622 65 | \$38,622 65 |
| Passengers, all local.....       | \$19,912 59 |             | 19,912 59   |
| Mail.....                        | 3,516 64    |             | 3,516 64    |
| Express.....                     | 900 00      |             | 900 00      |
| Miscellaneous, as follows, viz.: |             |             |             |
| Switching.....                   | 675 00      |             | 675 00      |
| Total gross earnings.....        | \$25,004 23 | \$38,622 65 | \$63,626 88 |

## OPERATING EXPENSES.

|  |            |             |             |
|--|------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                      |            |             |             |
| Repairs of roadbed.....  | \$5,197 91 | \$10,395 84 | \$15,593 75 |
| Repairs of bridges (including culverts and cattle-guards)..... | 864 19     | 728 88      | 1,092 57    |
| Repairs of stations, shops, docks, etc.....                    | 145 91     | 291 83      | 437 74      |
| Repairs of fences.....   | 656 12     | 1,312 26    | 1,968 88    |
| Other expenses for maintenance of way and structures.....      | 491 51     | 983 03      | 1,474 54    |
| Total.....   | \$6,885 64 | \$13,711 34 | \$20,566 98 |

|                                     |            |            |            |
|-------------------------------------|------------|------------|------------|
| <i>Maintenance and equipment:</i>   |            |            |            |
| Repairs of locomotives.....         | \$892 53   | \$2,785 06 | \$3,677 59 |
| Repairs of cars.....                | 856 80     | 1,713 60   | 2,570 40   |
| Repairs of machinery and tools..... | 6 77       | 13 55      | 20 32      |
| Total.....                          | \$1,756 10 | \$3,512 21 | \$5,268 31 |

|  |             |             |             |
|--|-------------|-------------|-------------|
| <i>Conducting transportation:</i>                                  |             |             |             |
| Wages of conductors and men.....                                   | \$1,885 00  | \$3,772 00  | \$5,657 00  |
| Wages of engineers and firemen.....                                | 1,714 01    | 3,428 03    | 5,142 04    |
| Fuel for locomotives.....  | 3,012 88    | 6,025 77    | 9,038 65    |
| Oil and waste.....   | 248 90      | 497 82      | 746 72      |
| Water supply.....  | 43 03       | 86 07       | 129 10      |
| Other train supplies or expenses.....                              | 52 21       | 104 42      | 156 63      |
| Wages of station agents and clerks.....                            | 1,740 00    | 3,480 00    | 5,220 00    |
| Station supplies.....  | 82 00       | 164 01      | 246 01      |
| Wages of watchmen, flagmen and switchmen.....                      | 1,040 48    | 2,080 98    | 3,121 46    |
| Other expenses for conducting transportation, hire of engines..... | 1,516 00    | 3,034 00    | 4,550 00    |
| Total.....   | \$11,334 51 | \$22,673 10 | \$34,007 61 |

|   |            |            |            |
|---|------------|------------|------------|
| <i>General expenses:</i>                                |            |            |            |
| Salaries of general officers and clerks.....            | \$1,372 91 | \$2,745 84 | \$4,118 75 |
| General office expenses and supplies.....               | 74 04      | 148 15     | 222 19     |
| Stationery and printing.....                            | 121 99     | 243 98     | 365 97     |
| Outside agencies and advertising.....                   | 20 28      | 40 57      | 60 85      |
| Legal expenses.....                                     | 16 84      | 33 69      | 50 63      |
| Loss and damage of freight and baggage.....             | 11 46      | 22 94      | 34 40      |
| Damage to cattle and property.....                      | 16 66      | 33 34      | 50 00      |
| Injuries to persons.....                                | 6 66       | 13 34      | 20 00      |
| Telegraph maintenance and operation.....                | 106 66     | 213 34     | 320 00     |
| Mileage of cars of other companies (debit balance)..... | 643 46     | 1,286 92   | 1,930 38   |
| Rent of general offices.....                            | 66 64      | 133 28     | 199 92     |
| Other general expenses.....                             | 91 66      | 183 34     | 275 00     |
| Total.....  | \$2,549 26 | \$5,098 74 | \$7,648 00 |

|                                     |             |             |             |
|-------------------------------------|-------------|-------------|-------------|
| Grand total operating expenses..... | \$22,495 51 | \$44,995 39 | \$67,490 90 |
|-------------------------------------|-------------|-------------|-------------|



# LEBANON SPRINGS.

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## Receiver's General Balance Sheet June 30, 1891.

### ASSETS.

Current assets, as follows, viz.:

|                              |                    |
|------------------------------|--------------------|
| Cash on hand .....           | \$3,131 52         |
| Due by agents .....          | 834 26             |
| Open accounts .....          | 4,256 59           |
| Materials and supplies ..... | 2,431 46           |
|                              | <u>\$11,653 83</u> |

### LIABILITIES.

Current liabilities, as follows, viz.:

|                                      |                    |
|--------------------------------------|--------------------|
| Audited vouchers and pay-rolls ..... | \$5,501 78         |
| Open accounts .....                  | 4,795 32           |
| Profit and loss (surplus) .....      | 1,356 73           |
|                                      | <u>\$11,653 83</u> |

### Traffic and Mileage Statistics.

| ITEM.  | Through. | Local. | Total.         |
|--|----------|--------|----------------|
| Number of passengers carried .....               |          |        | 63,991         |
| Number of passengers carried one mile .....      |          |        | 663,753        |
| Number of tons of freight carried .....          | 9,848    | 33,843 | 43,691         |
| Number of tons of freight carried one mile ..... |          |        | 1,469,641      |
| Passenger train mileage .....                    |          |        | 41,594         |
| Freight train mileage .....                      |          |        | 83,190         |
| Total train mileage .....                        |          |        | <u>124,784</u> |

| ITEM.  | Earnings.   | Expenses.   | Profit.    |
|--|-------------|-------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$25,015 23 | \$22,496 94 | \$2,518 29 |
| Average per passenger carried .....  | 39091       | 35156       | 63985      |
| Average per passenger per mile .....   | 63769       | 63389       | 60384      |
| Average per passenger train per mile .....   | 60141       | 54086       | 66055      |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 38,622 65   | 44,993 96   | Loss.      |
| Average per ton of freight carried .....   | 88399       | 1 02982     | 6,371 31   |
| Average per ton of freight per mile .....  | 02628       | 03061       | 14583      |
| Average per freight train per mile .....   | 46427       | 54086       | 90433      |
|  |             |             | 07658      |

### ITEM.

Through and local. Cents.

|  |       |
|--|-------|
| Computed on earnings from carrying passengers and freight only.              |       |
| Average rate received per mile for carrying passengers, all classes .....    | 3     |
| Average rate received per mile per ton for carrying freight, all classes.... | 2.628 |

### Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                |
|--|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. |
| A line from Chatham, N. Y., to Bennington, Vt., single track ..... | 51.18                  | 57.10          |
| with steel rail, main line .....                                   | 27                     | 27             |
| with iron rail, main line .....                                    | 24.18                  | 30.10          |

Weight of rails per yard—steel, 65 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; tie of track, 4 feet 8½ inches; ballasted with gravel.

## Description of Road and Equipment—(Continued).

| BRIDGES.              | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|-----------------------|--------------------|-------------------|--------------|-------------------|
|                       | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                       |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges .....    | 4                  | 492               | 5            | 519               |
| Wooden bridges .....  | 27                 | 818               | 28           | 873               |
| Wooden trestles ..... | 7                  | 1,172             | 7            | 1,172             |
| Total .....           | 38                 | 2,477             | 40           | 2,555             |

| EQUIPMENT.                           | No. owned. | No. leased. | Total number. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-------------|---------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....         | 2          | 3           | 5             | 150,000                        | 2                               | .....                             |
| First-class passenger cars .....     | 2          | .....       | 2             | .....                          | 2                               | 1                                 |
| Baggage, mail and express cars ..... | 5          | .....       | 5             | .....                          | 5                               | 1                                 |
| Total .....                          | 7          | .....       | 7             | .....                          | 7                               | 1                                 |
| Box freight cars .....               | 11         | .....       | .....         | .....                          | .....                           | .....                             |

Passenger cars are equipped with Miller coupler; freight cars with link and pin coupler. Safety and ordinary switches both in use on this system.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....           | 51.18           | 57.19        |
| Railroads crossing road at grade .....                         | .....           | 1            |
| Highway crossings at grade protected by gates or flagmen ..... | 1               | 1            |
| Highway crossings over or under grade .....                    | 4               | 5            |
| Overhead obstructions less than twenty feet above track ..     | 4               | 4            |

Passenger cars are heated with Spear's car heater, lighted with oil and candles and ventilated by ordinary ventilators.

National Express Company runs over this line at a specified sum per month.

This road carries mail from Chatham, N. Y., to Bennington Vt., at stated times, modified by changes in time table, for \$3,596.64 per annum.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour .....  | 364      | .833      |
| Grain .....  | 2,360    | 5.401     |
| Meats and provisions .....   | 371      | .845      |
| Live stock .....   | 642      | 1.499     |
| Lumber .....   | 12,170   | .....     |
| Pig and bar iron and steel .....   | 2,063    | .....     |
| Iron or other ores .....   | 39       | .....     |
| Coal and coke .....  | 15,354   | .....     |
| Petroleum and other oils .....   | 174      | .....     |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State .. | 5,405    | 1         |
| All other manufactures .....   | 84       | .....     |
| All other merchandises .....   | 847      | .....     |
| All other agricultural products .....  | 2,132    | .....     |
| All other articles not included above .....  | 1,696    | .....     |
| Total .....  | 43,691   | .....     |

# LEBANON SPRINGS.

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## NUMBER OF ACCIDENTS.

Other, not passenger or employee .....

Injured.

1

## EMPLOYEES.

Average number of persons employed (including officials) during year....

109

Aggregate amount of salaries and wages paid them during year .....

\$46,389 95

## Officers of the Company.

| Name.                | Title.                               | Official Address. |
|----------------------|--------------------------------------|-------------------|
| W. V. REYNOLDS ..... | Receiver .....                       | Bennington, Vt.   |
| E. D. BENNETT .....  | Superintendent .....                 | Bennington, Vt.   |
| JOSEPH CHILD .....   | General Freight and Passenger Agent. | Bennington, Vt.   |

Title of company, Lebanon Springs Railroad Company.

General offices at Bennington, Vt.

Date of close of fiscal year, June 30.

For information concerning this report, address William Reynolds, Receiver.

# LEHIGH AND HUDSON RIVER.

(Date of charter, April 1, 1882.)

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding ..... | 13,400         | \$1,340,000      |

Number of stockholders..... 120

### FUNDED DEBT.

| DESIGNATION OF LIEN.  | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|---|--------------|--------------|-----------|---------------|--------------------|---------------------|
|   |              |              | Rate.     | When payable. |                    |                     |
|   |              |              |           |               |                    |                     |
| First mortgage, coupon, War-<br>wick Valley R. R. ....      | July 1, 1879 | 20           | 6         | April & Oct.  | \$145,000          | \$145,000           |
| First mortgage, coupon, Wa-<br>randa R. R. ....             | Jan. 1, 1880 | 20           | 6         | Jan. & July   | 65,000             | 65,000              |
| First mortgage, Lehigh and<br>Hudson River Ry. Co. ....     | July 1, 1881 | 30           | 5         | Jan. & July   | 800,000            | 800,000             |
| Second mortgage, consolida-<br>tion, Lehigh & Hud. Riv. Ry. | July 1, 1887 | 30           | 5         | Jan. & July   | 500,000            | 208,000             |
| Second mortgage, coupon,<br>Warwick Valley R. R. ....       | Dec. 1, 1881 | 30           | 6         | April & Oct.  | 240,000            | 240,000             |
| Lehigh and Hudson River Ry.<br>general mortgage .....       | July 1, 1890 | 30           | 5         | Jan. & July   | 3,000,000          | 569,000             |
| Funded mortgage certificates .....                          | July 1, 1885 | 5            | 5         | Jan. & July   | 96,000             | 2,240               |
| 1. ....   | .....        | .....        | .....     | .....         | \$4,846,000        | \$2,029,560         |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....   | \$41,528 68  | \$2,221,716 07  |
| Land, land damages, fences.....   | 1,434 00   | 173,061 46  |
| Passenger and freight stations.....   | 809 38   | 29,000 37   |
| Engine and car-houses, shops, machinery and tools, fuel and water stations..... | 1,287 11   | 26,844 34   |
| Engineering expenses.....   | 303 70   | 39,580 07   |
| Telegraph line.....   | 293 20   | 5,414 75  |
| Commissions, legal expenses, etc.....   | 728 00   | 45,143 91   |
| Total cost of road.....   | \$46,353 07  | \$2,539,739 98  |
| <b>EQUIPMENT.</b>   |  |   |
| Locomotives.....  | \$22,128 05  | \$146,444 12  |
| Passenger cars, mail, baggage and express cars.....                             | 266 03   | 41,323 38   |
| Freight and other cars.....   | 44,973 01  | 340,535 61  |
| Total cost of equipment.....  | \$67,367 09  | \$628,603 11  |
| Grand total cost of road and equipment.....                                     | \$113,720 16   | \$3,067,343 09  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |
|--|--------------|
| Extension — Hamburg to Franklin Junction.....  | \$36,312 38  |
| New sidings — Greycourt, Warwick, Hudson Junction, McAfee, Franklin Junction, DeKays, Pequest, Belvidere, etc..... | 13,134 30    |
| Hand and push car.....   | 82 00        |
| Purchase of land at Hamburg and Belvidere with fencing.....  | 1,434 00     |
| Freight station addition at Greycourt, and passenger and freight station, Mansfield street, Belvidere.....         | 809 38       |
| New tools, Warwick shop.....   | 756 22       |
| Drop pit, etc., Warwick round-house and new car shop.....  | 470 69       |
| Engineering.....   | 302 70       |
| Telegraph line wire from Belvidere to Easton.....  | 283 20       |
| Commission, legal expenses, etc.....   | 728 00       |
| Two new locomotives with betterments.....  | 22,128 05    |
| Betterments on passenger equipment.....  | 266 03       |
| One hundred freight cars (coal gondolas) and three new cabooses.....   | 44,973 01    |
| Total.....   | \$113,720 16 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....   | \$361,702 37 |
| Less operating expenses (excluding all taxes).....   | 233,414 68   |
| Net earnings from operation.....   | \$128,287 79 |
| <i>Income from other sources, as follows, viz.:</i>  |              |
| Income on stock of the Orange County railroad.....   | 1,411 04     |
| Gross income from all sources.....   | \$129,698 83 |
| <i>Deductions from income, as follows, viz.:</i>   |              |
| Interest on funded debt due and accrued.....   | \$97,524 28  |
| Taxes on property used in operation of road, on earnings and capital stock, and all other taxes..... | 4,852 88     |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for.....            | 13,618 79    |
|  | 111 05       |
| Surplus for year ending June 30, 1891.....   | \$33 15      |

## General Income Account.

|  |         |
|--|---------|
| Surplus for year ending June 30, 1891..... | \$3 15  |
| Deficit up to June 30, 1890.....           | 95 38   |
| Total deficit June 30, 1891.....           | \$92 23 |

# LEHIGH AND HUDSON RIVER.

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## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|  | Passenger.   | Freight.     | Total.       |
|--|--------------|--------------|--------------|
| Freight, through.....                  | \$274,264 38 |              |              |
| Freight, local .....                   | 65,109 56    |              |              |
|  |              | \$339,373 94 | \$339,373 94 |
| Passengers, through.....               | \$8,609 72   |              |              |
| Passengers, local.....                 | 14,816 07    |              |              |
|  | \$23,425 79  |              | 23,425 79    |
| Mail.....                              | 3,141 00     |              | 3,141 00     |
| Express.....                           | 2,862 48     |              | 2,862 48     |
| <i>Miscellaneous, as follows, viz:</i> |              |              |              |
| Car mileage.....                       | 53 97        | 12,451 54    | 12,505 51    |
| Miscellaneous .....                    | 96 44        | 297 21       | 393 65       |
| Total gross earnings.....              | \$29,579 68  | \$362,122 69 | \$391,702 87 |

### OPERATING EXPENSES.

|   |             |              |              |
|---|-------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                       |             |              |              |
| Trackage, New York, Susquehanna and Western Railroad .....      | \$684 60    | \$2,076 63   | \$2,761 23   |
| Repairs of track .....  | 8,004 74    | 24,667 65    | 32,672 39    |
| Repairs of bridges (including culverts and cattle-guards) ..... | 818 15      | 2,521 25     | 3,339 40     |
| Repairs of stations, shops, docks, etc .....                    | 712 19      | 2,194 69     | 2,906 88     |
| Repairs of fences.....  | 301 75      | 929 89       | 1,231 64     |
| Other expenses for maintenance of way and structures.....       | 533 62      | 1,644 43     | 2,178 05     |
| Total .....   | \$11,056 05 | \$34,034 54  | \$45,089 59  |
| <i>Maintenance of equipment:</i>                                |             |              |              |
| Repairs of locomotives .....                                    | \$2,348 09  | \$7,285 94   | \$9,584 03   |
| Repairs of cars .....   | 3,256 94    | 21,602 83    | 24,869 77    |
| Repairs of machinery and tools .....                            | 220 00      | 677 97       | 897 97       |
| Other expenses for maintenance of equipment.....                | 804 47      | 938 26       | 1,242 73     |
| Total .....   | \$6,139 50  | \$30,455 00  | \$36,594 50  |
| <i>Conducting transportation:</i>                               |             |              |              |
| Wages of conductors and men .....                               | \$5,232 35  | \$16,124 19  | \$21,356 54  |
| Wages of engineers and firemen .....                            | 4,498 98    | 13,864 19    | 18,363 17    |
| Fuel for locomotives .....                                      | 8,267 28    | 25,476 74    | 33,744 02    |
| Oil and waste .....   | 690 48      | 2,127 81     | 2,818 29     |
| Water supply .....  | 343 34      | 1,058 06     | 1,401 40     |
| Other train supplies or expenses .....                          | 46 22       | 123 96       | 164 18       |
| Wages of station agents and clerks .....                        | 2,046 62    | 6,306 95     | 8,353 57     |
| Wages for labor at stations .....                               | 318 76      | 982 32       | 1,301 08     |
| Station supplies .....  | 168 04      | 517 82       | 685 86       |
| Wages of watchmen, flagmen and switchmen.....                   | 220 57      | 679 73       | 900 30       |
| Other expenses for conducting transportation .....              | 736 84      | 11,376 19    | 12,113 03    |
| Total .....   | \$22,563 48 | \$78,637 96  | \$101,201 44 |
| <i>General expenses:</i>  |             |              |              |
| Salaries of general officers and clerks .....                   | \$4,631 10  | \$16,362 32  | \$20,993 42  |
| General office expenses and supplies.....                       | 232 24      | 1,189 41     | 1,401 65     |
| Stationery and printing.....                                    | 411 95      | 1,154 39     | 1,566 34     |
| Office agencies and advertising .....                           | 426 43      | 25 00        | 451 43       |
| Other expenses.....   | 108 02      | 317 48       | 425 50       |
| Damage and damage of freight and baggage .....                  |             | 854 77       | 854 77       |
| Damage to cattle and property.....                              | 150 00      | 316 86       | 466 86       |
| Graph maintenance and operation.....                            | 732 83      | 2,256 30     | 2,991 13     |
| Use of cars of other companies (debit note).....                | 1,604 91    | 18,268 53    | 19,873 44    |
| Other general expenses.....                                     | 487 20      | 1,622 81     | 2,010 01     |
| Total .....   | \$8,779 68  | \$41,749 37  | \$50,529 05  |
| Grand total operating expenses .....                            | \$48,537 71 | \$184,876 87 | \$233,414 58 |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                       |
|---|-----------------------|
| Cost of road.....                                     | \$2,538,739 91        |
| Cost of equipment.....                                | 528,603 96            |
| <i>Other permanent investments, as follows, viz.:</i> |                       |
| Stock of other companies.....                         | 350,000 00            |
| <i>Current assets, as follows, viz.:</i>              |                       |
| Cash on hand.....                                     | \$30,937 96           |
| Due by agents.....                                    | 697 48                |
| Open accounts.....                                    | 266,134 44            |
| Materials and supplies.....                           | 29,060 59             |
| Profit and loss (deficiency).....                     | 326,830 46            |
|   | 61,522 10             |
|   | <u>\$3,805,696 45</u> |
| LIABILITIES.  |                       |
| Capital stock.....                                    | \$1,340,000 00        |
| Funded debt.....                                      | 2,029,560 00          |
| <i>Current liabilities, as follows, viz.:</i>         |                       |
| Interest on funded debt due and accrued.....          | \$49,951 00           |
| Audited vouchers and pay-rolls.....                   | 43,735 39             |
| Open accounts.....                                    | 14,876 91             |
| Loans and bills payable.....                          | 274,143 16            |
| Car trusts.....                                       | 53,480 00             |
|   | 436,136 45            |
|   | <u>\$3,805,696 45</u> |

## Traffic and Mileage Statistics.

| ITEM.   | Through.   | Local.    | Total.         |
|---|------------|-----------|----------------|
| Number of passengers carried.....               | 26,520     | 58,002    | 84,522         |
| Number of passengers carried one mile.....      | 380,479    | 579,753   | 960,232        |
| Number of tons of freight carried.....          | 478,567    | 158,694   | 637,261        |
| Number of tons of freight carried one mile..... | 31,958,890 | 4,667,280 | 36,626,160     |
| Passenger train mileage.....                    |            |           | 73,944         |
| Freight train mileage.....                      |            |           | 181,765        |
| All other train mileage.....                    |            |           | 36,547         |
| Total train mileage.....                        |            |           | <u>292,256</u> |

| ITEM.   | Earnings.   | Expenses.   | Loss.                 |
|---|-------------|-------------|-----------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$29,579 68 | \$48,537 71 | \$18,958 03           |
| Average per passenger carried.....  | 34996       | 57426       | 22430                 |
| Average per passenger per mile.....   | 030805      | 050548      | 019742                |
| Average per passenger train per mile.....   | 400028      | 666411      | 256383                |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 352,122 69  | 184,876 87  | Profit.<br>167,245 82 |
| Average per ton of freight carried.....   | 55255       | 29011       | 26244                 |
| Average per ton of freight per mile.....  | 009613      | 005047      | 004566                |
| Average per freight train per mile.....   | 1 9872      | 1 0171      | 9201                  |

| ITEM.   | Through.        | Local.          | Thru and L. |
|---|-----------------|-----------------|-------------|
| Computed on earnings from carrying passengers and freight only.               |                 |                 |             |
| Average rate received per mile for carrying passengers, all classes.....      | Cents.<br>2.262 | Cents.<br>2.565 | 0           |
| Average rate received per mile per ton for carrying freight, all classes..... | .8581           | 1.895           |             |

# LEHIGH AND HUDSON RIVER.

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## Description of Road and Equipment.

| TRACK.   | MILES, ALL OWNED.      |                |
|--|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. |
| Main line, from Greycourt, N. Y. to Belvidere, N. J., single track ..... | 14.50                  | 63.20          |
| Sidings and turnouts on main line .....                                  | 4.69                   | 15.23          |
| Grand total of tracks, sidings and turnouts.....                         | 19.19                  | 78.43          |
| Laid with steel rail, main line .....                                    | 14.50                  | 63.20          |

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

| BRIDGES.             | IN NEW YORK STATE. |                     | ENTIRE LINE. |                     |
|----------------------|--------------------|---------------------|--------------|---------------------|
|                      | Number.            | Aggregate length.   | Number.      | Aggregate length.   |
| Iron bridges.....    | 6                  | <i>Feet.</i><br>328 | 16           | <i>Feet.</i><br>796 |
| Wooden bridges.....  | 1                  | 28                  | 1            | 28                  |
| Wooden trestles..... | 1                  | 54                  | 9            | 1,883               |
| Total.....           | 8                  | 410                 | 26           | 2,647               |

| EQUIPMENT.                  | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
|                             |            |                       |                                |                                 |                                   |
| Locomotives, 8 drivers..... | 4          | \$11,250              | { 120,000                      | 4                               | .....                             |
| Locomotives, 6 drivers..... | 4          |                       | { 82,000                       | 1                               | .....                             |
| Locomotives, 4 drivers..... | 5          |                       | { 68,000                       | 5                               | .....                             |
| Total .....                 | 13         | .....                 | .....                          | 10                              | .....                             |

|   |    |       |        |    |    |
|---|----|-------|--------|----|----|
| First-class passenger cars.....                 | 4  | ..... | 36,000 | 4  | 4  |
| Combination baggage, mail and express cars..... | 6  | ..... | 32,000 | 6  | 6  |
| Total .....                                     | 10 | ..... | .....  | 10 | 10 |

|                              |     |       |       |       |       |
|------------------------------|-----|-------|-------|-------|-------|
| Box freight cars.....        | 14  | ..... | ..... | ..... | ..... |
| Milk freight cars.....       | 6   | ..... | ..... | 6     | 6     |
| Coal freight cars.....       | 583 | ..... | ..... | ..... | 106   |
| Flat freight cars.....       | 25  | ..... | ..... | ..... | ..... |
| Coal cars, 4-wheel cars..... | 4   | ..... | ..... | ..... | 3     |
| Coal cars, 8-wheel cars..... | 2   | ..... | ..... | ..... | ..... |
| Box cars.....                | 2   | ..... | ..... | ..... | ..... |
| Total .....                  | 636 | ..... | ..... | 6     | 115   |

P Passenger cars are equipped with the Westinghouse air brake and Miller coupler;  
H n car coupler on freight cars.  
P --ally all the switches used on the line are point switches.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Telegraph owned and operated by company, miles .....        | 5               | 53           |
| Railroads crossing road at grade .....                      |                 | 3            |
| Railroads crossing road over or under grade .....           | 1               | 2            |
| Highway crossings at grade without protection .....         | 21              | 64           |
| Highway crossings at grade protected by gates or flagmen .. | 1               | 1            |
| Highway crossings over or under grade .....                 | 2               | 6            |
| Overhead obstructions less than 20 feet above track .....   | 2               | 2            |

Passenger cars are heated by steam, lighted by lamp, and ventilated by deck ventilators.

The Wells-Fargo Express Company operates over the road.

The government pays for transportation of mails at the rate of \$49.71 per mile per annum.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour .....  | 3,790    | .59       |
| Grain .....  | 1,668    | .26       |
| Meats and provisions .....   | 819      | .13       |
| Live stock .....   | 378      | .06       |
| Lumber .....   | 10,252   | 1.61      |
| Pig and bar iron and steel .....   | 32,328   | 5.07      |
| Iron or other ores .....   | 125,560  | 19.70     |
| Coal and coke .....  | 382,583  | 60.04     |
| Petroleum and other oils .....   | 420      | .07       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. | 108      | .02       |
| All other manufactures .....   | 22,454   | 3.53      |
| All other merchandise .....  | 4,476    | .70       |
| All other agricultural products .....  | 26,744   | 4.20      |
| All other articles not included above .....  | 26,683   | 4.08      |
| Total .....  | 687,261  | 100       |

## \*NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Employees ..... | 2        | 1       | 3      |

## EMPLOYEES.

Average number of persons employed (including officials) during year .....

286

Average amount of salaries and wages paid them during year .....

\$122,470 13

## Officers of the Company.

| Name.                | Title.                       | Official Address. |
|----------------------|------------------------------|-------------------|
| GRINNELL BURT .....  | President and Gen. Manager.. | Warwick, N. Y.    |
| J. S. HARRIS .....   | Vice-President .....         | Philadelphia, Pa. |
| D. B. HALSTED .....  | Secretary .....              | New York city.    |
| JNO. SAYER .....     | Treasurer and G. P. A. ....  | Warwick, N. Y.    |
| N. L. FURMAN .....   | Superintendent .....         | Warwick, N. Y.    |
| E. M. REYNOLDS ..... | Auditor .....                | Warwick, N. Y.    |
| T. E. SMITH .....    | General Freight Agent .....  | Warwick, N. Y.    |
| CHAS. CALDWELL ..... | Chief Engineer .....         | Newburgh, N. Y.   |

\* In New York State.



Directors of the Company.

| Name.                 | Residence.        |
|-----------------------|-------------------|
| GRINNELL, BURT.....   | Warwick, N. Y.    |
| JOHN S. MARTIN.....   | New York city.    |
| GEO. W. SANFORD.....  | Warwick, N. Y.    |
| GARRET A. HOBART..... | Paterson, N. J.   |
| CHARLES CALDWELL..... | Newburgh, N. Y.   |
| W. R. POTTS.....      | New York city.    |
| JOS. S. HARRIS.....   | Philadelphia, Pa. |
| E. D. ADAMS.....      | New York city.    |
| G. T. BAKER.....      | New York city.    |
| E. W. CLARK.....      | Philadelphia, Pa. |
| AUSTIN CORBIN.....    | New York city.    |
| EDWARD LEWIS.....     | Philadelphia, Pa. |
| J. R. MAXWELL.....    | New York city.    |

Title of company, Lehigh and Hudson River Railway Company.

General offices at Warwick, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in December.

For information concerning this report, address E. M. Reynolds, Auditor.

LEHIGH VALLEY.

(Date of charter, June 23, 1890.)

Organized under authority of act of April 2, 1850, and acts amendatory thereof and supplementary thereto. Consolidation of Geneva and Sayre Railroad Company, Geneva and Van Etnenville Railway Company, Auburn and Ithaca Railway Company, Buffalo and Geneva Railway Company, and Lehigh Valley Railway Company. Leased to the Lehigh Valley Railroad Company, a corporation of the State of Pennsylvania, April 14, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter.....                       | 59,000         | \$5,900,000      |
| Issued for Lehigh Valley Railway stock.....             | 5,000          | 500,000          |
| Issued for Geneva and Van Etnenville Railway stock..... | 40,000         | 4,000,000        |
| Issued for Buffalo and Geneva Railway stock.....        | 14,000         | 1,400,000        |
| Total now outstanding.....                              | 59,000         | \$5,900,000      |

Number of stockholders..... 19

FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.         | Term, years. | INTEREST.  |               | Amount authorized. | Amount outstanding. |
|----------------------|---------------|--------------|------------|---------------|--------------------|---------------------|
|                      |               |              | Rate.      | When payable. |                    |                     |
| 1st mortgage.....    | June 23, 1890 | 50           | p.c.<br>4% | July & Jan.   | \$15,000,000       | \$6,300,000         |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| * Total cost of road.....                    | \$2,834,384 01   | \$13,296,977 88                                       |
| <b>EQUIPMENT.</b>                            |  |   |
| Freight and other cars .....                 | .....  | \$226,424 30  |
| Grand total cost of road and equipment ..... | \$2,834,384 01   | \$13,543,401 88                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |                |
|--|----------------|
| Construction of new line between Van Ettenville and Buffalo, still in progress; expected to be finished and in operation in the summer of 1892.. | \$2,834,384 01 |
|--|----------------|

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation .....  | \$751,570 81 |
| Less operating expenses (excluding all taxes).....   | 778,001 08   |
| Loss from operation.....   | \$26,430 19  |
| <i>Deductions from income, as follows, viz.:</i>   |              |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes ..... | 39,736 01    |
| Deficit for year ending June 30, 1891.....   | \$66,166 20  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.   | Freight.     | Total.       |
|---|--------------|--------------|--------------|
| Freight, through and local .....        |              | \$416,785 22 | \$416,785 22 |
| Passengers, through and local .....     | \$116,391 64 |              | 116,391 64   |
| Mail.....                               | 11,800 93    |              | 11,800 93    |
| Express .....                           | 4,230 56     |              | 4,230 56     |
| <i>Miscellaneous, as follows, viz.:</i> |              |              |              |
| Telegraph.....                          | 596 06       | 1,521 41     | 1,737 46     |
| Miscellaneous freight.....              |              | 31,385 72    | 31,385 72    |
| Dock earnings.....                      |              | 169,239 28   | 169,239 28   |
| Total gross earnings.....               | \$133,009 18 | \$618,561 63 | \$751,570 81 |

## OPERATING EXPENSES.

## Maintenance of way and structures :

|   |             |              |              |
|---|-------------|--------------|--------------|
| Repairs of track.....   | \$48,018 19 | \$94,342 30  | \$142,360 49 |
| Steel rails laid, 650% tons; cost, \$20,898.24.                 |             |              |              |
| Repairs of bridges (including culverts and cattle-guards) ..... | 2,112 33    | 4,150 15     |              |
| Repairs of stations, shops, docks, etc .....                    | 4,821 74    | 21,410 36    | 26           |
| Repairs of fences.....  | 3,436 66    | 6,752 06     | 11           |
| Other expenses for maintenance of way and structures.....       | 65 58       | 128 80       |              |
| Total.....  | \$57,954 50 | \$126,783 69 | \$184        |

\* No detailed accounts kept.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|  | Passenger.          | Freight.            | Total.              |
|--|---------------------|---------------------|---------------------|
| <i>Maintenance of equipment:</i>                   |                     |                     |                     |
| Repairs of locomotives .....                       | \$91 25             | \$179 28            | \$270 53            |
| Repairs of cars .....                              | 85,213 30           | *1,599 98           | 33,613 32           |
| Repairs of machinery and tools .....               | 331 90              | 652 08              | 983 98              |
| Other expenses for maintenance of equipment .....  | 484 20              | 951 31              | 1,435 51            |
| <b>Total .....</b>                                 | <b>\$36,120 65</b>  | <b>\$182 69</b>     | <b>\$36,303 34</b>  |
| <i>Conducting transportation:</i>                  |                     |                     |                     |
| Wages of conductors and men .....                  | \$15,906 82         | \$45,864 86         | \$61,771 68         |
| Wages of engineers and firemen .....               | 16,310 37           | 41,620 97           | 57,931 34           |
| Fuel for locomotives .....                         | 26,151 73           | 51,380 82           | 77,532 55           |
| Water supply .....                                 | 885 61              | 1,739 97            | 2,625 58            |
| Other train supplies or expenses .....             | 3,123 06            | 743 65              | 3,866 71            |
| Wages of station agents and clerks .....           | 8,279 87            | 15,496 05           | 23,775 92           |
| Wages for labor at stations .....                  | 1,317 02            | 16,190 76           | 17,507 78           |
| Station supplies .....                             | 1,468 09            | 2,884 37            | 4,352 46            |
| Wages of watchmen, flagmen and switchmen .....     | 2,172 56            | 4,268 47            | 6,441 03            |
| Other expenses for conducting transportation ..... | 27,217 25           | 57,692 85           | 84,910 10           |
| <b>Total .....</b>                                 | <b>\$102,232 88</b> | <b>\$237,882 77</b> | <b>\$340,115 15</b> |
| <i>General expenses:</i>                           |                     |                     |                     |
| Salaries of general officers and clerks .....      | \$1,647 52          | \$3,236 92          | \$4,884 44          |
| Stationery and printing .....                      | 385 65              | 542 08              | 927 73              |
| Outside agencies and advertising .....             |                     | 2,951 56            | 2,951 56            |
| Legal expenses .....                               | 408 71              | 803 00              | 1,211 71            |
| Loss and damage of freight and baggage .....       |                     | 27 40               | 27 40               |
| Telegraph maintenance and operation .....          | 6,234 86            | 12,249 77           | 18,484 63           |
| Other general expenses .....                       | 6,036 29            | 182,320 56          | 188,356 85          |
| <b>Total .....</b>                                 | <b>\$14,713 03</b>  | <b>\$202,131 29</b> | <b>\$216,844 32</b> |
| <b>Grand total operating expenses .....</b>        | <b>\$211,020 56</b> | <b>\$569,980 44</b> | <b>\$778,001 00</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                        |
|---|------------------------|
| Cost of road .....                            | \$13,296,977 68        |
| Cost of equipment .....                       | 226,424 20             |
| <i>Current assets, as follows, viz.:</i>      |                        |
| Open accounts .....                           | 222,079 81             |
| Profit and loss (deficiency) .....            | 409,500 00             |
|   | <b>\$14,154,981 69</b> |
| LIABILITIES.                                  |                        |
| Capital stock .....                           | \$5,900,000 00         |
| Funded debt .....                             | 6,300,000 00           |
| <i>Current liabilities, as follows, viz.:</i> |                        |
| Open accounts .....                           | 1,954,981 69           |
|   | <b>\$14,154,981 69</b> |

| Traffic and Mileage Statistics.                  |  | Through and<br>local. | Total.     |
|--|--|-----------------------|------------|
| ITEM.  |  |                       |            |
| Number of passengers carried .....               |  |                       | 236,436    |
| Number of passengers carried one mile .....      |  |                       | 5,123,530  |
| Number of tons of freight carried .....          |  |                       | 900,172    |
| Number of tons of freight carried one mile ..... |  |                       | 55,955,422 |
| Passenger train mileage .....                    |  |                       | 221,895    |
| Freight train mileage .....                      |  |                       | 436,022    |
| Mail train mileage .....                         |  |                       | 667,917    |

\* Credit.

## EMPLOYEES.

Average number of persons employed (including officials) during year... 1,457  
 Aggregate amount of salaries and wages paid them during year ..... \$664,363 34

## Officers of the Company.

| Name.                      | Title.                    | Official Address.    |
|----------------------------|---------------------------|----------------------|
| ELISHA P. WILBUR.....      | President.....            | South Bethlehem, Pa. |
| CHARLES HARTSHORNE.....    | Vice-President.....       | Philadelphia, Pa.    |
| ROBERT H. SAYRE.....       | Second President.....     | South Bethlehem, Pa. |
| JOHN B. GARRETT.....       | Third Vice President..... | Philadelphia, Pa.    |
| JOHN R. FANSHAWE.....      | Secretary.....            | Philadelphia, Pa.    |
| WILLIAM CHARLES ALDERSON.. | Treasurer.....            | Philadelphia, Pa.    |

## Directors of the Company.

| Name.                    | Residence.           |
|--------------------------|----------------------|
| ELISHA P. WILBUR.....    | South Bethlehem, Pa. |
| CHARLES HARTSHORNE.....  | Philadelphia, Pa.    |
| ROBERT H. SAYRE.....     | South Bethlehem, Pa. |
| JOHN B. GARRETT.....     | Philadelphia, Pa.    |
| JOHN R. FANSHAWE.....    | Philadelphia, Pa.    |
| HENRY S. DRINKER.....    | Philadelphia, Pa.    |
| GEORGE C. THOMAS.....    | Philadelphia, Pa.    |
| EUGENE DELANO.....       | Philadelphia, Pa.    |
| WILSON S. BISSELL.....   | Buffalo, N. Y.       |
| WILLIAM STEVENSON.....   | Sayre, N. Y.         |
| GEORGE M. DIVEN.....     | Elmira, N. Y.        |
| HOWARD ELMER.....        | Waverly, N. Y.       |
| FRANKLIN O. CORNELL..... | Ithaca, N. Y.        |

Title of company, The Lehigh Valley Railway Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Thursday in October.

For information concerning this report, address John R. Fanshawe, Secretary.

## LOCKPORT AND BUFFALO.

## LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 30, 1871.)

For history of organization, etc., see Report of 1890.

On a careful revision of our accounts, and making up therefrom a complete set of books from the beginning of the company's organization, which was done during the past year, we find that the stock subscribed for and outstanding is as herein stated, and that the number of shares heretofore reported (1,269) was erroneous.

The increase is not, however, of stock newly issued, none having been issued for many years past.

The first mortgage bonds were sold at a premium of \$1,820. We found that this had not been heretofore reported when we overhauled the accounts.

The road is leased to the New York, Lake Erie and Western Railroad Company (as sublessee) at a rental of \$21,000 per annum. And the lessee under the lease pays the interest due on the bonds of this company, \$170,000, at 7 per cent—\$11,900. The excess of rental over interest, \$9,100, has never been actually received until this year. The lessee took the road in an incomplete condition, and agreed to advance certain moneys for construction, right of way, etc. Differences arose, and a completion of road and settlement of accounts has been only recently effected, as stated elsewhere. The balance of rental due October 1, 1890, went into the general settlement and has not yet been received. But this company has received the items as stated in Income Account.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash re-<br>on am-<br>outstan- |
|--|----------------|---------------------|--------------------------------|
|  | No. of shares. | Total<br>par value. |                                |
| Authorized by law or charter.....          | 2,000          | \$200,000           | .....                          |
| Issued for actual cash and now outstanding | 1,282          | 128,200             | .....                          |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage....   | Oct. 1, 1877 | 20           | p. 97     | April & Oct.  | \$140,000          | \$140,000           | \$141,820                            |
| Second mortgage..    | Oct. 1, 1880 | 20           | 7         | April & Oct.  | 30,000             | 30,000              | 30,000                               |
| Total.....           |              |              |           |               | \$170,000          | \$170,000           | \$171,820                            |

## Cost of Road.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....  |  | \$17,778 66                             |
| Bridges .....   |  | 7,104 85                                |
| Superstructure (including ties) and rails .....                                 |  | 140,799 51                              |
| Land damages.....   |  | 123,556 40                              |
| Fences.....   |  | 7,926 44                                |
| Passenger and freight stations, engine and car-houses, water stations, etc..... |  | 6,710 87                                |
| Engineering expenses.....   |  | 5,618 58                                |
| Interest and discount charged to construction .....                             |  | 21,164 53                               |
| Extension of 1.89 miles to Gratwick docks .....                                 | \$35,470 63  |   |
| Legal services.....   | 1,300 00   |   |
| Expense account.....  | 1,411 43   |   |
| Taxes paid.....   | 133 47   |   |
| Total cost of road.....   | \$38,315 53  | \$369,975 07                            |

## Income Account for Year Ending June 30, 1891.

|   |             |             |
|---|-------------|-------------|
| <i>Gross income from all sources, as follows, viz.:</i>   |             |             |
| Six month's interest from New York, Lake Erie and Western Railroad Company, April.....  | \$10,500 00 |             |
| Less six month's interest on mortgage bonds paid by said company .....  | 5,950 00    |             |
|   |             | \$4,550 00  |
| Received from New York, Lake Erie and Western Railroad Company on account of expenses of right of way for 1.89 miles extension to Gratwick's dock ..... |             | 5,395 49    |
| Interest accrued on bank deposit.....   |             | 58 45       |
| Total gross income.....   |             | \$10,003 94 |
| <i>Deductions from income, as follows, viz.:</i>  |             |             |
| All taxes.....  | \$133 47    |             |
| Expense account.....  | 1,411 43    |             |
| Legal services.....   | 1,300 00    |             |
|   |             | 2,844 90    |
| Net income from all sources .....   |             | \$7,159 04  |
| <i>Payments from net income, as follows, viz.:</i>  |             |             |
| Joseph A. Ward, late treasurer, overdraft .....   |             | 3 70        |
| Surplus for year ending June 30, 1891.....  |             | \$7,155 34  |

## General Balance Sheet June 30, 1891.

| ASSETS.  |            |              |
|--|------------|--------------|
| On road.....   |            | \$368,975 07 |
| <i>Invested assets, as follows, viz.:</i>            |            |              |
| On hand.....   | \$7,155 34 |              |
| From New York, Lake Erie and Western Railroad Co.... | 22,191 43  |              |
|  |            | 29,346 77    |
|  |            | \$398,321 84 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## LIABILITIES.

|                    |              |
|--------------------|--------------|
| Capital stock..... | \$128,200 00 |
| Funded debt.....   | 170,000 00   |

*Current liabilities, as follows, viz.:*

|                                      |           |
|--------------------------------------|-----------|
| Audited vouchers and pay-rolls ..... | 2,392 00  |
| Sundries .....                       | 7,509 50  |
| Profit and loss (surplus) .....      | 90,220 34 |

---



---

\$398,321 84

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## Officers of the Company.

| <i>Name.</i>               | <i>Title.</i>       | <i>Official Address.</i> |
|----------------------------|---------------------|--------------------------|
| THOMAS T. FLAGLER.....     | President.....      | Lockport, N. Y.          |
| WILLIAM SPALDING .....     | Vice-President..... | Lockport, N. Y.          |
| WASHINGTON H. RANSOM ..... | Secretary.....      | Lockport, N. Y.          |
| JOHN T. DARRISON.....      | Treasurer.....      | Lockport, N. Y.          |

## Directors of the Company.

| <i>Name.</i>              | <i>Residence.</i> |
|---------------------------|-------------------|
| THOMAS T. FLAGLER.....    | Lockport, N. Y.   |
| WILLIAM SPALDING.....     | Lockport, N. Y.   |
| JOHN T. DARRISON.....     | Lockport, N. Y.   |
| JOHN HODGE.....           | Lockport, N. Y.   |
| JOHN LAMBERT.....         | Lockport, N. Y.   |
| ALONZO J. MANSFIELD.....  | Lockport, N. Y.   |
| WILLIAM W. TREVOR.....    | Lockport, N. Y.   |
| JAMES S. LIDDLE.....      | Lockport, N. Y.   |
| J. CARL JACKSON.....      | Lockport, N. Y.   |
| WILLIAM RICHMOND.....     | Lockport, N. Y.   |
| AMBROSE S. BEVERLY.....   | Lockport, N. Y.   |
| ISAAC E. MERRITT.....     | Lockport, N. Y.   |
| WASHINGTON H. RANSOM..... | Lockport, N. Y.   |

Title of company. Lockport and Buffalo Railway Company.

General offices at Lockport, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in July.

For information concerning this report, address W. H. Ransom, Secretary.

## LONG ISLAND.

(Date of charter, April 24, 1834.)

For history of organization, etc., see Reports of 1885 and 1839.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     |
|--|----------------|---------------------|
|  | No. of shares. | Total<br>par value. |
| Authorized by law or charter, issued for actual cash and<br>on account of construction and now outstanding ..... | 240,000        | \$12,000,000        |

Number of stockholders.....



## FUNDED DEBT.

| DESIGNATION OF LIEN.                                     | Date.         | Term, years. | INTEREST. |                         | Amount authorized. | Amount outstanding. |
|--|---------------|--------------|-----------|-------------------------|--------------------|---------------------|
|  |               |              | Rate.     | When payable.           |                    |                     |
| Long Island R. R. consolidated mortgage.....             | July 1, 1881  | 50           | p. c.     | Jan. April, July & Oct. | \$5,000,000        | \$3,610,000 00      |
| First mortgage.....                                      | May 1, 1868   | 30           | 7         | May & Nov.              | 1,500,000          | 1,121,000 00        |
| Second mortgage.....                                     | July 1, 1878  | 40           | 7         | Feb. & Aug.             | 1,500,000          | 268,702 88          |
| General mortgage.....                                    | Aug. 1, 1888  | 50           | 4         | June & Dec.             | 3,000,000          | 2,160,000 00        |
| Mortgages on real estates..                              | Var. dates.   | 5, 7         |           |                         | 241,700            | 241,700 00          |
| Brooklyn and Montauk R.R., first mortgage.....           | Mar. 1, 1881  | 30           | 6         | Mar. & Sept.            | 250,000            | 250,000 00          |
| Brooklyn and Montauk R.R., first mortgage.....           | Mar. 1, 1881  | 30           | 5         | Mar. & Sept.            | 750,000            | 750,000 00          |
| Brooklyn and Montauk R.R., second mortgage.....          | June 15, 1888 | 50           | 5         | June & Dec.             | 600,000            | 600,000 00          |
| Long Island City and Flushing R. R., first mortgage..... | May 1, 1881   | 30           | 6         | May & Nov.              | 600,000            | 600,000 00          |
| Consolidated mortgage.....                               | May 1, 1887   | 50           | 5         | May & Nov.              | 1,250,000          | 650,000 00          |
| New York and Flushing R. R., first mortgage.....         | Mar. 1, 1880  | 40           | 6         | Mar. & Sept.            | 125,000            | 125,000 00          |
| Total.....   |               |              |           |                         | \$14,810,700       | \$10,385,402 88     |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                  | \$17,867 98  |   |
| Bridges.....                                       | 36,188 55  |   |
| Superstructure (including ties).....               | 78,770 11  |   |
| Balls.....   | 147,260 50   |   |
| Land.....  | 42,345 73  |   |
| Fences and gates.....                              | 5,621 82   |   |
| Passenger and freight stations.....                | 108,195 44   |   |
| Interest and discount charged to construction..... | 77,427 50  |   |
| Flagmen's houses and safety signals.....           | 14,434 91  |   |
| Electric light and plant, Long Island City.....    | 17,103 31  |   |
| Total cost of road.....                            | \$544,205 85   | \$19,703,814 25                                       |
| EQUIPMENT.   |  |   |
| Locomotives.....                                   | \$85,800 00  | \$2,555,473 82  |
| Passenger cars.....                                | 119,460 01   |   |
| Freight and other cars.....                        | 73,837 09  |   |
| Barges, floats and tugs.....                       |  | 33,000 00   |
| Total cost of equipment.....                       | \$279,097 10   | \$2,588,473 82  |
| Grand total cost of road and equipment.....        | \$823,392 95   | \$22,292,288 07                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |
|--|--------------|
| Purchase of real estate, new side tracks, new double tracks, new stations, etc., platforms, new fences and gates, new safety signals, new depot and electric-light plant at Long Island City, etc..... | \$544,205 85 |
| New equipment, ten new locomotives, sixteen new passenger coaches, four combined cars, 100 box freight cars and fifty gondolas.....  | 279,097 10   |
|  | \$823,392 95 |

## Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Gross earnings from operation.....                 | \$4,061,898 62 |
| Less operating expenses (excluding all taxes)..... | 2,529,239 71   |
| Net earnings from operation.....                   | \$1,532,658 91 |

*Income from other sources, as follows, viz.:*

|                            |             |             |
|----------------------------|-------------|-------------|
| Income on investments..... | \$43,052 82 |             |
| Rentals.....               | 17,545 21   | \$60,598 03 |

Gross income from all sources..... \$1,593,254 94

*Deductions from income, as follows, viz.:*

|  |              |              |
|--|--------------|--------------|
| Interest on funded debt due and accrued.....     | \$528,043 31 |              |
| Rentals.....                                     | 175,582 38   |              |
| Taxes on property used in operation of road..... | 94,078 96    |              |
| Taxes on earnings and capital stock.....         | 37,197 61    |              |
| Interest and discount.....                       | 25,191 04    | \$850,093 21 |

Net income from all sources..... \$733,163 02

*Payments from net income, as follows, viz.:*

|  |            |  |
|--|------------|--|
| Dividends declared, 4 per cent on \$12,000,000 common stock..... | 480,000 00 |  |
|--|------------|--|

Surplus for year ending June 30, 1891..... \$253,163 02

**General Income Account.**

|  |              |
|--|--------------|
| Surplus for year ending June 30, 1891..... | \$253,163 02 |
| Surplus up to June 30, 1890.....           | 1,148,440 00 |

Charged off..... \$1,401,004 41  
262,813 84

Total Surplus June 30, 1891..... \$1,138,781 67

**DETAILED STATEMENT OF RENTALS.**

|   |             |
|---|-------------|
| Stewart's line.....                                 | \$10,000 00 |
| Atlantic Avenue railroad.....                       | 52,102 35   |
| New York, Brooklyn and Manhattan Beach railway..... | 96,900 00   |
| New York and Rockaway railroad.....                 | 17,500 00   |

Total amount of rentals deducted from income..... \$175,582 38

**Analysis of Gross Earnings and Operating Expenses.**

| EARNINGS.                        | Passenger.     | Freight.       | Total.         |
|----------------------------------|----------------|----------------|----------------|
| Freight, all local.....          |                | \$1,218,831 75 | \$1,218,831 75 |
| Passengers, all local.....       | \$2,406,262 21 |                | 2,406,262 21   |
| Mail.....                        | 32,032 12      |                | 32,032 12      |
| Express.....                     | 379,626 80     |                | 379,626 80     |
| Miscellaneous, as follows, viz.: |                |                |                |
| Telegraph..... \$11,533 77       |                |                |                |
| Parlor cars..... 13,611 97       |                |                |                |
|                                  | 25,145 74      |                | 25,145 74      |
| Total gross earnings.....        | \$2,843,066 87 | \$1,218,831 75 | \$4,061,898 62 |

**OPERATING EXPENSES.**

|  |              |             |              |
|--|--------------|-------------|--------------|
| Maintenance of way and structures:                             |              |             |              |
| Repairs of track and roadbed.....                              | \$202,860 70 | \$32,942 44 | \$235,803 14 |
| Repairs of bridges (including culverts and cattle-guards)..... | 50,990 08    | 8,300 71    | 59,290 79    |
| Repairs of stations, shops, docks, etc.....                    | 45,723 69    | 7,443 23    | 53,166 92    |
| Repairs of fences and gates.....                               | 12,804 54    | 2,084 46    | 14,889 00    |
| Other expenses for maintenance of way and structures.....      | 38,106 91    | 6,208 29    | 44,305 20    |
| Total.....   | \$349,883 92 | \$56,974 13 | \$406,858 05 |

*Maintenance of equipment:*

|  |              |             |              |
|--|--------------|-------------|--------------|
| Repairs of locomotives.....                      | \$33,786 70  | \$13,639 70 | \$47,426 40  |
| Repairs of cars.....                             | 85,351 39    | 24,133 14   | 109,484 53   |
| Repairs of machinery and tools.....              | 4,083 23     | 664 71      | 4,747 94     |
| Other expenses for maintenance of equipment..... | 52,225 33    | 10,489 70   | 62,715 03    |
| Total.....                                       | \$225,446 65 | \$48,927 25 | \$274,373 90 |



# LONG ISLAND.

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## Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger.     | Freight.     | Total.         |
|---|----------------|--------------|----------------|
| <i>Conducting transportation:</i>                       |                |              |                |
| Wages of conductors and men.....                        | \$120,221 76   | \$56,734 47  | \$176,956 23   |
| Wages of engineers and firemen .....                    | 208,992 72     | 50,139 64    | 259,132 36     |
| Fuel for locomotives .....                              | 300,366 55     | 48,896 88    | 349,263 43     |
| Oil and waste .....                                     | 9,655 97       | 1,573 52     | 11,229 49      |
| Water supply .....                                      | 16,928 84      | 2,755 85     | 19,684 69      |
| Other train supplies or expenses .....                  | 22,642 87      | 3,686 05     | 26,328 92      |
| Wages of station agents and clerks.....                 | 113,829 27     | 18,530 34    | 132,359 61     |
| Wages for labor at stations .....                       | .....          | 86,043 56    | 86,043 56      |
| Station supplies .....                                  | 25,269 55      | 4,113 64     | 29,383 19      |
| Wages of watchmen, flagmen and switchmen.....           | 212,150 87     | 34,536 19    | 246,687 06     |
| Other expenses for conducting transportation.....       | 212,279 15     | 17,650 37    | 229,929 52     |
| Total .....   | \$1,242,847 55 | \$324,660 51 | \$1,567,008 06 |
| <i>General expenses:</i>                                |                |              |                |
| Salaries of general officers and clerks .....           | \$72,820 27    | \$11,854 46  | \$84,674 73    |
| General office expenses and supplies .....              | 8,801 77       | 1,432 85     | 10,234 62      |
| Stationery and printing.....                            | 18,121 78      | 2,960 06     | 21,071 84      |
| Outside agencies and advertising .....                  | 34,890 66      | 5,679 88     | 40,570 54      |
| Legal expenses .....                                    | 22,814 10      | 3,713 92     | 26,528 02      |
| Loss and damage of freight and baggage .....            | 749 00         | 1,846 31     | 2,595 31       |
| Damage to cattle and property.....                      | 3,252 72       | 529 51       | 3,782 23       |
| Injuries to persons .....                               | 40,365 94      | 6,569 57     | 46,935 51      |
| Telegraph maintenance and operation .....               | 4,480 88       | 729 45       | 5,210 33       |
| Mileage of cars of other companies (debit balance)..... | 16,454 68      | 12,337 73    | 28,792 41      |
| Other general expenses.....                             | 9,042 18       | 1,471 98     | 10,514 16      |
| Total .....   | \$231,783 96   | \$49,115 72  | \$280,899 70   |
| Grand total operating expenses.....                     | \$2,049,562 10 | \$479,677 61 | \$2,529,239 71 |

## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |                 |
|------------------------|-----------------|
| Cost of road.....      | \$19,703,814 25 |
| Cost of equipment..... | 2,588,473 82    |

### Other permanent investments, as follows, viz.:

|                                |                       |
|--------------------------------|-----------------------|
| Stock of other companies ..... | \$998,500 00          |
| Bonds of other companies ..... | 1,186,000 00          |
|                                | <u>\$2,184,500 00</u> |

|                         |                   |
|-------------------------|-------------------|
| At a cost of.....       | \$714,026 30      |
| Express equipment ..... | 50,351 50         |
|                         | <u>764,377 80</u> |

### Current assets, as follows, viz.:

|                             |                        |
|-----------------------------|------------------------|
| Cash on hand .....          | \$69,072 63            |
| Due by agents .....         | 22,158 26              |
| Open accounts .....         | 880,981 36             |
| Materials and supplies..... | 58,775 66              |
|                             | <u>1,100,987 91</u>    |
|                             | <u>\$24,157,653 78</u> |

### LIABILITIES.

|                   |                 |
|-------------------|-----------------|
| Cap — stock ..... | \$12,000,000 00 |
| Pay d debt .....  | 10,365,402 88   |

### Current liabilities, as follows, viz.:

|   |                        |
|---|------------------------|
| Int — est on funded debt due and accrued..... | \$107,270 00           |
| Auc ted vouchers and pay-rolls.....           | 406,953 87             |
| Op accounts.....                              | 120,236 36             |
|   | <u>633,459 23</u>      |
| Pro and loss (surplus).....                   | 1,138,791 67           |
|   | <u>\$24,157,653 78</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Traffic and Mileage Statistics.

| ITEM.   | All local.  |
|---|-------------|
| Number of passengers carried.....               | 14,269,186  |
| Number of passengers carried one mile.....      | 138,981,813 |
| Number of tons of freight carried.....          | 790,761     |
| Number of tons of freight carried one mile..... | 32,464,294  |
| Passenger train mileage.....                    | 2,600,988   |
| Freight train mileage.....                      | 406,730     |
| All other train mileage.....                    | 49,169      |
| Total train mileage.....                        | 3,056,707   |

| ITEM.   | Earnings.      | Expenses.      | Profit.      |
|---|----------------|----------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$2,843,066 87 | \$2,049,562 10 | \$793,504 77 |
| Average per passenger carried.....  | 1992           | 1437           | 555          |
| Average per passenger per mile.....   | 0206           | 0147           | 8088         |
| Average per passenger train per mile.....   | 1 09           | 79             | 30           |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 1,218,831 75   | 479,677 61     | 739,154 14   |
| Average per ton of freight carried.....   | 1 5611         | 6144           | 9467         |
| Average per ton of freight per mile.....  | 0375           | 0148           | 0227         |
| Average per freight train per mile.....   | 3 00           | 1 18           | 1 82         |

| ITEM.   | All local.<br>Cents. |
|---|----------------------|
| Computed on earnings from carrying passengers and freight only.             |                      |
| Average rate received per mile for carrying passengers, all classes.....    | 1.731                |
| Average rate received per mile per ton for carrying freight, all classes... | 3.754                |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in<br>New York State. | Miles leased, all<br>in New York State. | Total miles, all in<br>New York State. |
|---|--|---|--|
| Main line authorized from Long Island City and Bushwick to<br>Greenport, Sag Harbor and Great Neck..... | 205.56                                 |   | 205.56                                 |
| Total of branches or other roads authorized.....  | 81.65                                  | 74.06                                   | 155.71                                 |
| Main line laid, single track.....   | 205.56                                 |   | 205.56                                 |
| Branches or other roads laid, single track.....   | 69.43                                  | 68.92                                   | 138.35                                 |
| Total single track.....   | 274.99                                 | 68.92                                   | 343.91                                 |
| Second track on main line.....  | 42.98                                  |   | 42.98                                  |
| Second track on branches or other roads.....  | 4.96                                   | 29.22                                   | 34.18                                  |
| Total second track.....   | 47.94                                  | 29.22                                   | 77.16                                  |
| Sidings and turnouts on main line.....  | 48.37                                  |   | 48.37                                  |
| Sidings and turnouts on branches or other roads.....  | 19.84                                  | 16.39                                   | 36.23                                  |
| Total sidings and turnouts.....   | 68.21                                  | 16.39                                   |  |
| Grand total of tracks, sidings and turnouts.....  | 391.14                                 | 114.53                                  | 5                                      |
| Laid with steel rail, main line.....  | 248.54                                 |   | 2                                      |
| Laid with steel rail, branches or other roads.....  | 70.79                                  | 97.82                                   | 14                                     |
| Laid with iron rail, branches or other roads.....   | 589.00                                 |   | 5                                      |

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rail—yard—steel, maximum, 70 lbs., minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and cinder

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                     | From               | To                               | Entire length in N. Y. State. | Owned or leased. | Miles of double track. | Miles laid with steel rail. | Miles laid with iron rail. |
|---|--------------------|----------------------------------|-------------------------------|------------------|------------------------|-----------------------------|----------------------------|
| Creedmoor branch.....                       | Floral Park.....   | Creedmoor.....                   | 1.91                          | Owned            | .....                  | 1.91                        | .....                      |
| Locust Valley branch.....                   | Mincola.....       | Oyster Bay.....                  | 14.39                         | Owned            | .....                  | 14.39                       | .....                      |
| Hempstead branch.....                       | Mincola.....       | Hempstead Cross'g                | 1.17                          | Owned            | .....                  | 1.17                        | .....                      |
| Northport branch.....                       | Hicksville.....    | Old Northport.....               | 15.04                         | Owned            | .....                  | 15.04                       | .....                      |
| Eastport branch.....                        | Manor.....         | Eastport Junct'n                 | 5.63                          | Owned            | .....                  | 5.63                        | .....                      |
| Central Extens'n R. R.                      | Bethpage Junct.    | Babylon.....                     | 7.87                          | Owned            | .....                  | 7.87                        | .....                      |
| Cedarhurst branch.....                      | Woodsburgh.....    | Cedarhurst.....                  | 1.68                          | Owned            | .....                  | .....                       | 1.68                       |
| Woodside branch.....                        | Woodside.....      | Flushing, Bridge street          | 3.99                          | Owned            | .....                  | .....                       | .....                      |
| Whitestone branch.....                      | Whitestone Jct.    | Whitestone Ld'g                  | 4.78                          | Owned            | .....                  | 4.78                        | .....                      |
| Newtown and Flushing Railroad               | Winfield.....      | Flushing, Main street            | 3.97                          | Owned            | .....                  | .....                       | .....                      |
| Hunter's Point and South Side Railroad..... | N. Y. & Flush. Jo. | Bushwick Junct.                  | 1.63                          | Owned            | 1.63                   | 3.26                        | .....                      |
| Far Rockaway branch.....                    | Valley Stream...   | N. Y. and R. B. Ry. Junct'n..... | 7.10                          | Owned            | .....                  | 5.13                        | .....                      |
| M. Y. and Long Beach Railroad               | Pearl's.....       | Point Lookout.....               | 10.30                         | Owned            | 1.04                   | 7.13                        | 4.21                       |
| N. Y. and Flushing R. R.                    | L. I. City.....    | N. Y. and Flushing Junct'n.....  | 2.29                          | Owned            | 2.29                   | 4.58                        | .....                      |
| N. Y. and Rockaway Railroad                 | Rockaway Junct.    | Far Rockaway.....                | 9.01                          | Leased           | 8.41                   | 8.81                        | .....                      |
| Stewart's Railroad.....                     | Floral Park.....   | Bethpage.....                    | 14.67                         | Leased           | .....                  | 14.67                       | .....                      |
| Stewart's Railroad.....                     | Garden City.....   | Hempstead.....                   | 1.77                          | Leased           | .....                  | 1.77                        | .....                      |
| Smithtown and Port Jefferson Railroad.....  | Northport Junct.   | Port Jefferson.....              | 18.96                         | Leased           | .....                  | 18.96                       | .....                      |
| N. Y., Brooklyn and Man. Beach R. R.        | Fresh Pond Jct.    | Manhattan B'ch.                  | 12.03                         | Leased           | 12.00                  | 24.03                       | .....                      |
| N. Y., Brooklyn and Man. Beach R. R.        | Bay Ridge.....     | Man. Beach Jct.                  | 4.23                          | Leased           | 4.23                   | 8.46                        | .....                      |
| N. Y., Brooklyn and Man. Beach R. R.        | Greenpoint.....    | Cooper Ave. Jct.                 | 3.79                          | Leased           | .....                  | 1.94                        | .....                      |
| Brooklyn and Jamaica Railroad.....          | Flatbush avenue.   | Jamaica.....                     | 9.58                          | Leased           | 9.58                   | 19.16                       | .....                      |

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges.....    | 86                             | Feet.<br>2,593    |
| Wooden bridges.....  | 24                             | 870               |
| Wooden trestles..... | 77                             | 14,078            |
| Total.....           | 137                            | 17,041            |

| EQUIPMENT.                      | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers.....     | 20         | .....       | 20            | \$7,970               | 165,000                        | 16%                            | 20                              | 20                                |
| Locomotives, 4 drivers.....     | 102        | 19          | 121           | 5,440                 | 140,000                        | 16%                            | 120                             | 120                               |
| Total.....                      | 122        | 19          | 141           | .....                 | .....                          | .....                          | 140                             | 140                               |
| Passenger cars.....             | 1          | .....       | 1             | \$3,200               | 32,000                         | 16%                            | 1                               | 1                                 |
| First-class passenger cars..... | 289        | 1           | 290           | 3,425                 | 65,600                         | 16%                            | 290                             | 290                               |
| Open excursion cars.....        | 9          | 88          | 97            | 1,100                 | 22,400                         | 16%                            | 97                              | 97                                |
| Baggage, mail and ex. cars..... | 23         | .....       | 23            | 1,940                 | 65,000                         | 16%                            | 23                              | 23                                |
| Total.....                      | 322        | 89          | 411           | .....                 | .....                          | .....                          | 411                             | 411                               |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Box freight cars.....     | 484        | 1           | 485           | \$505                 | 29,000                         | 16½                            | 40                              | 259                               |
| Gondola cars.....         | 581        | .....       | 581           | 445                   | 25,000                         | 16½                            | .....                           | 300                               |
| Produce cars.....         | 15         | .....       | 15            | 630                   | 22,000                         | 16½                            | 10                              | 15                                |
| Refrigerator cars.....    | 2          | .....       | 2             | 465                   | 28,000                         | 16½                            | 2                               | 2                                 |
| Flat freight cars.....    | 10         | .....       | 10            | 445                   | 19,800                         | 16½                            | 10                              | .....                             |
| Derrick car.....          | 1          | .....       | 1             | 1,300                 | 60,000                         | 16½                            | 1                               | .....                             |
| Tool cars.....            | 2          | .....       | 2             | 1,600                 | 41,000                         | 16½                            | 1                               | .....                             |
| Caboose 8-wheel cars..... | 19         | .....       | 19            | 600                   | 37,000                         | 16½                            | 19                              | .....                             |
| Snow plows.....           | 4          | .....       | 4             | 2,650                 | 43,600                         | 16½                            | .....                           | .....                             |
| Service cars.....         | 10         | 26          | 36            | 26 at 25<br>10 " 850  | 19,000                         | 16½                            | .....                           | .....                             |
| Total.....                | 1,128      | 27          | 1,155         | .....                 | .....                          | .....                          | 83                              | 467                               |

Passenger cars are equipped with vacuum brakes and Miller couplers. "Marks" couplers on freight cars; Loring split switch is used on all passenger tracks.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles.....                       | 21.44                       |
| Total assessed value of real estate and personal property of company..... | \$2,540,525                 |
| Length of steel rails laid during year in repairs, miles.....             | 48.59                       |
| Railroads crossing road at grade.....                                     | 3                           |
| Railroads crossing road over or under grade.....                          | 9                           |
| Highway crossings at grade without protection.....                        | 606                         |
| Highway crossings at grade protected by gates on flagmen.....             | 122                         |
| Highway crossings over or under grade.....                                | 64                          |
| Over head obstructions less than twenty feet above track.....             | 57                          |

Passenger cars are heated by steam from locomotive, lighted with mineral sperm oil and ventilated by openings in clear-story, sides and ends.

This company has its own express service.

The Woodruff Sleeping and Parlor Coach Company runs parlor cars over this line at twenty-five per cent of receipts; paid it \$15,454.68 for car mileage.

Total compensation for transportation of mails per annum, \$32,032.12; contract expires June 30, 1893.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 12,920   | 1.66      |
| Grain.....   | 83,998   | 10.76     |
| Meats and provisions.....  | 17,038   | 2.18      |
| Live stock.....  | 6,816    | .87       |
| Lumber.....  | 53,750   | 6.89      |
| Pig and bar iron and steel.....  | 12,360   | 1.56      |
| Coal and coke.....   | 169,370  | 7.22      |
| Petroleum and other oils.....  | 7,346    | .....     |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 8,865    | .....     |
| All other manufactures.....  | 19,960   | .....     |
| All other merchandises.....  | 51,835   | .....     |
| All other agricultural products.....   | 57,717   | .....     |
| All other articles not included above.....   | 278,682  | 3         |
| Total.....   | 780,751  | .....     |

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## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 1        | 2       | 3      |
| Employees.....  | 5        | 10      | 15     |
| Others.....     | 4        | 41      | 45     |
| Total.....      | 10       | 53      | 63     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 2,977  
 Aggregate amount of salaries and wages paid them during year..... \$1,587,486 33

## Officers of the Company.

| Name.                 | Title.                    | Official Address.         |
|-----------------------|---------------------------|---------------------------|
| AUSTIN CORBIN.....    | President.....            | 192 Broadway, N. Y. city. |
| CHARLES M. PRATT..... | Vice-President.....       | 26 Broadway, N. Y. city.  |
| BENJAMIN NORTON.....  | Second Vice-President.... | Long Island City, N. Y.   |
| GEORGE S. EDGELL..... | Treasurer.....            | 192 Broadway, N. Y. city. |
| E. B. HINSDALE.....   | Secretary.....            | 192 Broadway, N. Y. city. |

## Directors of the Company.

| Name.                    | Residence.        |
|--------------------------|-------------------|
| AUSTIN CORBIN.....       | Babylon, L. I.    |
| CHARLES M. PRATT.....    | Brooklyn, N. Y.   |
| JAMES G. K. DUER.....    | New York city.    |
| WILLIAM G. WHEELER.....  | New York city.    |
| WILLIAM B. KENDALL.....  | Brooklyn, N. Y.   |
| JOHN P. TOWNSEND.....    | New York city.    |
| JAMES D. CAMPBELL.....   | Philadelphia, Pa. |
| DANIEL LORD.....         | New York city.    |
| GEORGE S. EDGELL.....    | New York city.    |
| BENJAMIN NORTON.....     | New York city.    |
| FRANK L. BABBITT.....    | Brooklyn, N. Y.   |
| EVERETT R. REYNOLDS..... | New York city.    |
| WATSON B. DICKERMAN..... | Mamaroneck, N. Y. |

Title of company, The Long Island Railroad Company.  
 General offices at Long Island City, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, second Tuesday in April.  
 For information concerning this report, address J. Carlsen, Auditor.

## MAHOPAC FALLS.

OPERATED BY NEW YORK AND NORTHERN RAILROAD COMPANY.

(Date of charter, March 8, 1884.)

For history of organization, etc., see Reports of 1885 and 1890.

## Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....               | 1,000          | \$100,000        | .....                                |
| Issued for actual cash.....                     | 500            | \$50,000         | \$50,000                             |
| Issued on account of construction and land..... | 500            | 50,000           | 50,000                               |
| Now outstanding.....                            | 1,000          | \$100,000        | \$100,000                            |

## Cost of Road.

| ROAD.                               | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|-------------------------------------|--|---|
| Grading, masonry and ballast.....   |  | \$23,439 00                             |
| Bridges.....                        |  | 2,745 29                                |
| Rails.....                          |  | 27,628 76                               |
| Land.....                           | \$18,000 00  | 18,000 00                               |
| Land damages.....                   |  | 23,337 05                               |
| Passenger and freight stations..... |  | 1,393 54                                |
| Engineering expenses.....           |  | 3,151 33                                |
| Telegraph line.....                 |  | 216 00                                  |
| Total cost of road.....             | \$18,000 00  | \$100,112 50                            |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                                 |            |
|---|------------|
| Freight, through and local .....          | \$2,412 52 |
| OPERATING EXPENSES.                       |            |
| <i>Maintenance of way and structures:</i> |            |
| Repairs of track and roadbed .....        | \$1,735 19 |
| Other expenses.....                       | 689 33     |
| Total.....                                | \$2,412 52 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |              |
|---|--------------|
| Cost of road.....                             | \$100,112 50 |
| LIABILITIES.                                  |              |
| Capital stock.....                            | \$100,000 00 |
| <i>Current liabilities, as follows, viz.:</i> |              |
| Open accounts .....                           | 112 50       |
|   | \$100,112 50 |

## Description of Road.

| TRACK.   | Miles owned, all in N. Y. State. |
|--|----------------------------------|
| Main line from Baldwin Place to Mahopac mines, single track..... | 4.65                             |
| Sidings and turnouts on main line .....                          | .45                              |
| Grand total of tracks, sidings and turnouts.....                 | 4.50                             |

Weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone, cinders and gravel.

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |             |
|----------------------|--------------------------------|-------------|
|                      | Number.                        | Ag-<br>ler. |
| Wooden trestles..... | 2                              |             |

## Miscellaneous Statistics.

| ITEM.   | Entire<br>N. Y. |
|---|-----------------|
| Telegraph owned and operated by company, miles..... |                 |

# MAHOPAC FALLS.

339

## Officers of the Company.

| <i>Name.</i>            | <i>Title.</i>  | <i>Official Address.</i>       |
|-------------------------|----------------|--------------------------------|
| WILLIAM F. BUCKLEY..... | President..... | 69 Wall street, New York city. |
| HENRI M. BRAEM.....     | Treasurer..... | 69 Wall street, New York city. |
| LORENZO M. GILLET.....  | Secretary..... | 69 Wall street, New York city. |

## Directors of the Company.

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| WILLIAM F. BUCKLEY..... | New York city.    |
| HENRI M. BRAEM.....     | New York city.    |
| LORENZO M. GILLET.....  | New York city.    |
| ARTHUR F. WENDT.....    | New York city.    |
| ALVIN LITTLEFIELD.....  | New York city.    |
| HENRY N. BRINSMADE..... | New York city.    |
| A. W. HUMPHREYS.....    | Brooklyn, N. Y.   |

Title of company, Mahopac Falls Railroad Company.

General offices at 69 Wall street, New York city.

Date of close of fiscal year, June 30.

For information concerning this report, address Henri M. Braem, Treasurer.

## MARINE.

(Date of charter, February 27, 1878.)

For history of organization, see Report of 1885.

## Capital Stock.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued for actual cash and on account of construction and now outstanding ..... | 500            | \$50,000         |

| Cost of Road and Equipment,                  | Total cost up to June 30, 1891. |
|--|---------------------------------|
| Total cost of road.....                      | \$69,514 11                     |
| Total cost of equipment.....                 | 21,327 52                       |
| Grand total cost of road and equipment ..... | \$90,841 63                     |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....                | \$11,672 80 |
| Less operating expenses (excluding all taxes)..... | 11,463 08   |
| Gross earnings from operation.....                 | \$209 77    |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Rentals.....                                       | \$500 00    |
| Taxes on earnings and capital stock.....           | 55 80       |
|  | 555 30      |
| Balance for year ending June 30, 1891.....         | \$345 53    |

## General Income Account.

|   |             |
|---|-------------|
| Balance for year ending June 30, 1891 ..... | \$345 53    |
| Surplus up to June 30, 1890.....            | 30,357 91   |
| Surplus June 30, 1891.....                  | \$30,012 38 |

## DETAILED STATEMENT OF RENTALS.

|  |          |
|--|----------|
| Balance Beach Improvement Company (limited)..... | \$500 00 |
|--|----------|

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.  |             |
|--|-------------|
| Passengers, all local .....                            | \$11,672 80 |
| OPERATING EXPENSES.                                    |             |
| <i>Maintenance of way and structures:</i>              |             |
| Repairs of roadbed and track .....                     | \$494 50    |
| Repairs of stations, shops, docks, etc .....           | 557 40      |
| Repairs of fences .....                                | 217 19      |
| Total .....  | \$1,269 09  |
| <i>Maintenance of equipment:</i>                       |             |
| Repairs of locomotives .....                           | 254 78      |
| Repairs of cars .....                                  | 254 08      |
| Total .....  | \$519 43    |
| <i>Conducting transportation:</i>                      |             |
| Wages of conductors and men .....                      | \$407 33    |
| Wages of engineers and firemen .....                   | 958 90      |
| Fuel for locomotives .....                             | 911 34      |
| Oil and waste .....                                    | 15 44       |
| Other train supplies or expenses .....                 | 23 20       |
| Wages of station agents and clerks .....               | 416 44      |
| Wages for labor at stations and station supplies ..... | 406 16      |
| Wages of watchmen, flagmen and switchmen .....         | 922 00      |
| Total .....  | \$4,087 68  |
| <i>General expenses:</i>                               |             |
| Stationery and printing .....                          | \$22 08     |
| Outside agencies and advertising .....                 | 2,265 14    |
| Insurance, music, police and detective service .....   | 3,520 08    |
| Total .....  | \$5,816 68  |
| Grand total operating expenses .....                   | \$11,463 08 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |             |
|---|-------------|
| Cost of road .....                            | \$69,514 11 |
| Cost of equipment .....                       | 21,327 53   |
| <i>Current assets, as follows, viz.:</i>      |             |
| Open accounts .....                           | 1,565 98    |
|   | \$92,407 62 |
| LIABILITIES.                                  |             |
| Capital stock .....                           | \$60,000 00 |
| <i>Current liabilities, as follows, viz.:</i> |             |
| Open accounts .....                           | 12,365 18   |
| Profit and loss (surplus) .....               | 20,012 38   |
|   | \$92,407 62 |

## Traffic and Mileage Statistics.

| ITEM.                              | All local. |
|------------------------------------|------------|
| Number of passengers carried ..... | 468,913    |

| ITEM.  | Earnings.   | Expenses.   | Profit.  |
|--|-------------|-------------|----------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$11,672 80 | \$11,463 08 | \$209 72 |
| Average per passenger carried .....  | 025         | 0246        |          |

## Description of Road and Equipment.

| TRACK.   | Miles ow<br>in N.Y. S. |
|--|------------------------|
| Main line from Manhattan Beach to Brighton Beach, single track ..... |                        |
| Second track .....   |                        |
| Total sidings and turnouts .....                                     |                        |
| Grand totals of tracks, sidings and turnouts .....                   |                        |

Average life of ties, 5 years; weight of rails per yard—steel, 62½ lbs.; *gr* track, 4 feet 8½ inches; ballasted with cinders.



## Description of Road and Equipment — (Continued).

| EQUIPMENT.                  | No. owned. | Average cost of each. | Maximum weight of each, in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------|------------|-----------------------|---------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers..... | 2          | \$7,050               | 64,200                          | 16½                            | 2                               | 2                                 |
| Open excursion cars .....   | 4          | \$1,600               | 32,500                          | 16½                            | 4                               | 4                                 |

Passenger cars equipped with vacuum brake and Miller coupler.

Lorenz switch in use on entire line.

Cars lighted by Adams and Westlake kerosene center lamps.

## Officers of the Company.

| Name.              | Title.                    | Official Address.            |
|--------------------|---------------------------|------------------------------|
| AUSTIN CORBIN..... | President.....            | 192 Broadway, New York city. |
| H. W. MAXWELL..... | Vice-President.....       | 192 Broadway, New York city. |
| W. G. WHEELER..... | Treasurer and Secretary.. | 192 Broadway, New York city. |

## Directors of the Company.

| Name.                 | Residence.           |
|-----------------------|----------------------|
| AUSTIN CORBIN .....   | New York city.       |
| F. W. DUNTON .....    | Hollis, L. I., N. Y. |
| E. R. REYNOLDS .....  | New York city.       |
| J. R. MAXWELL .....   | Brooklyn, N. Y.      |
| H. W. MAXWELL .....   | Brooklyn, N. Y.      |
| GEORGE S. EDGELL..... | New York city.       |
| HENRY GRAVES.....     | Orange, N. J.        |

Title of company, The Marine Railway Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address D. S. Voorhees, 192 Broadway, New York city.

## MECHANICVILLE AND FORT EDWARD.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 3, 1880.)

## Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter and now standing ..... | 1,000          | \$100,000        | *\$10,000                            |
| Number of stockholders.....                         |                |                  | 26                                   |

\* Ten per cent paid in.

| Cost of Road.  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Grading, masonry and ballast.....                                    | \$2,804 78                         |
| Superstructure (including ties) .....                                | 4,735 88                           |
| Rails .....  | 3,145 09                           |
| Land damages.....  | 41,771 00                          |
| Fences.....  | 53 19                              |
| Engineering expenses .....   | 7,471 04                           |
|  | <hr/>                              |
|  | \$59,971 99                        |
| Deduct for sale of material from main and side tracks taken up ..... | 4,973 92                           |
| Total cost of road.....  | <hr/>                              |
|  | \$54,998 07                        |

## General Balance Sheet June 30, 1891.

| ASSETS.                               |             |
|---------------------------------------|-------------|
| Cost of road.....                     | \$54,998 07 |
|                                       | <hr/>       |
| LIABILITIES.                          |             |
| Capital stock.....                    | \$10,000 00 |
| Current liabilities, as follows, viz: | —           |
| Open accounts.....                    | 44,998 07   |
|                                       | <hr/>       |
|                                       | \$54,998 07 |

## Officers of the Company.

| Name.                | Title.         | Official Address. |
|----------------------|----------------|-------------------|
| JAMES ROOSEVELT..... | President..... | New York city.    |
| JAMES O. HARTT.....  | Treasurer..... | New York city.    |

## Directors of the Company.

| Name.                  | Residence.            |
|------------------------|-----------------------|
| THEODORE VOORHEES..... | Spuyten Duyvil, N. Y. |
| E. T. BULLARD.....     | Troy, N. Y.           |
| ISAAC V. BAKER.....    | Comstock's, N. Y.     |
| ANDREW WILLIAMS.....   | Plattsburgh, N. Y.    |
| A. L. INMAN.....       | Plattsburgh, N. Y.    |
| C. D. HAMMOND.....     | Slingerlands, N. Y.   |
| J. WHITE SPRONG.....   | Slingerlands, N. Y.   |
| H. S. MARCY.....       | Boston, Mass.         |
| JAMES O. HARTT.....    | New York city.        |
| JAMES ROOSEVELT.....   | Hyde Park, N. Y.      |

Title of company, The Mechanicville and Fort Edward Railroad Company.

General offices at New York city.

Date of close of fiscal year, June 30.

For information concerning this report, address James O. Hartt, Treasurer.

## MIDDLEBURGH AND SCHOHARIE.

(Date of charter, May 8, 1867.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                     | Cash re-<br>on a/c<br>outstand. |
|---|----------------|---------------------|---------------------------------|
|   | No. of shares. | Total<br>par value. |                                 |
| Authorized by law or charter.....           | 1,000          | \$100,000           | .....                           |
| Issued for actual cash and now outstanding. | 850            | 85,000              | .....<br>\$5                    |

Number of stockholders.....

## FUNDED DEBT.

| DESIGNATION OF LIEN.             | Date. | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------------|-------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                                  |       |              | Rate.     | When payable. |                    |                     |                                      |
| Mortgage bonds, first issue..... | 1869  | 2            | 6         | Feb. & Aug.   | \$10,000           | \$10,000            | \$10,000                             |
| Mort. bonds, second issue.....   | 1870  | 2            | 6         | April & Oct.  | 10,000             | 8,000               | 6,500                                |
| Total.....                       |       |              |           |               | \$20,000           | \$18,000            | \$16,500                             |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Passenger and freight stations .....        | .....  | \$2,000 00  |
| Engine and car-houses.....                  | .....  | 800 00  |
| Shops, machinery and tools.....             | .....  | 75 00   |
| Road built by contract.....                 | .....  | 92,000 00   |
| Total cost of road.....                     | .....  | \$94,875 00   |
| <b>EQUIPMENT.</b>                           |  |   |
| Locomotives.....                            | .....  | \$5,000 00  |
| Passenger cars.....                         | \$2,600 00   | 8,800 00  |
| Freight and other cars.....                 | .....  | 75 00   |
| Total cost of equipment.....                | \$2,600 00   | \$8,875 00  |
| Grand total cost of road and equipment..... | \$2,600 00   | \$108,750 00  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                          |            |
|--------------------------|------------|
| One passenger coach..... | \$2,600 00 |
|--------------------------|------------|

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation .....                | \$9,084 18 |
| Less operating expenses (excluding all taxes)..... | 7,900 88   |
| Gross income from all sources.....                 | \$1,183 36 |
| <i>Deductions from income, as follows, viz.:</i>   |            |
| Interest on funded debt, due and accrued.....      | \$1,080 00 |
| Taxes on property used in operation of road.....   | 426 85     |
| Taxes on earnings and capital stock .....          | 40 81      |
| Taxes other than above.....                        | 22 48      |
|  | 1,570 14   |
| Net income for the year ending June 30, 1891.....  | \$436 79   |

## General Income Account.

|   |          |
|---|----------|
| Deficit for year ending June 30, 1891 ..... | \$436 79 |
| Deficit up to June 30, 1890 .....           | 44 04    |
| Total deficit June 30, 1891 .....           | \$480 83 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                 | Passenger. | Freight.   | Total.     |
|---------------------------------|------------|------------|------------|
| Freight, all local .....        |            | \$1,555 94 | \$1,555 94 |
| Passengers, all local .....     | \$3,852 25 |            | 3,852 25   |
| Mail .....                      | 254 36     |            | 254 36     |
| Express .....                   | 356 63     |            | 356 63     |
| Miscellaneous, as follows, viz: |            |            |            |
| Telegraph .....                 | 15 00      |            | 15 00      |
| Total gross earnings .....      | \$4,478 24 | \$1,555 94 | \$6,034 18 |

## OPERATING EXPENSES.

|   |            |            |            |
|---|------------|------------|------------|
| <i>Maintenance of way and structures:</i>                       |            |            |            |
| Steel rails laid, 48 tons .....                                 | \$747 51   | \$747 51   | \$1,495 02 |
| Repairs of roadbed .....  | 902 15     | 902 15     | 1,804 30   |
| Repairs of bridges (including culverts and cattle-guards) ..... | 17 50      | 17 50      | 35 00      |
| Repairs of stations, shops, docks, etc. ....                    | 30 00      | 30 00      | 60 00      |
| Other expenses for maintenance of way and structures .....      | 172 22     | 172 22     | 344 44     |
| Total .....   | \$1,869 38 | \$1,869 38 | \$3,738 76 |
| <i>Maintenance of equipment:</i>                                |            |            |            |
| Repairs of locomotives .....                                    | \$370 91   | \$370 92   | \$741 83   |
| Repairs of cars .....   | 66 00      |            | 66 00      |
| Repairs of machinery and tools .....                            | 13 00      | 13 00      | 26 00      |
| Total .....   | \$449 91   | \$383 92   | \$833 83   |
| <i>Conducting transportation:</i>                               |            |            |            |
| Wages of conductors and men .....                               | \$75 00    |            | \$75 00    |
| Wages of engineers and firemen .....                            | 510 00     | \$510 00   | 1,020 00   |
| Fuel for locomotives .....                                      | 369 17     | 369 17     | 738 34     |
| Oil and waste .....   | 34 00      | 34 00      | 68 00      |
| Water supply .....  | 4 00       | 4 00       | 8 00       |
| Wages of station agents and clerks .....                        | 300 00     | 300 00     | 600 00     |
| Wages for labor at stations .....                               |            | 24 00      | 24 00      |
| Station supplies .....  | 41 50      | 41 50      | 83 00      |
| Wages of watchmen, flagmen and switchmen .....                  | 91 25      | 91 25      | 182 50     |
| Total .....   | \$1,424 92 | \$1,373 92 | \$2,798 84 |
| <i>General expenses:</i>  |            |            |            |
| Salaries of general officers and clerks .....                   | \$120 00   | \$120 00   | \$240 00   |
| General office expenses and supplies .....                      | 78 20      | 78 20      | 156 40     |
| Stationery and printing .....                                   | 18 25      | 18 25      | 36 50      |
| Mileage of cars of other companies (debit balance) .....        |            | 96 50      | 96 50      |
| Total .....   | \$216 45   | \$312 95   | \$529 40   |
| Grand total operating expenses .....                            | \$3,960 66 | \$3,940 17 | \$7,900 83 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                 |            |             |
|---|------------|-------------|
| Cost of road .....                      |            | \$94,875 00 |
| Cost of equipment .....                 |            | 8,975 00    |
| <i>Current assets, as follows, viz:</i> |            |             |
| Cash on hand .....                      | \$1,090 75 |             |
| Due by agents .....                     | 600 00     |             |
| Open accounts .....                     | 505 07     |             |
| Materials and supplies .....            | 525 00     |             |
| Profit and loss (deficiency) .....      |            |             |
|   |            | \$106 5     |
| LIABILITIES.                            |            |             |
| Capital stock .....                     |            | \$6 0       |
| Funded debt .....                       |            | 1 0         |

# MIDDLEBURGH AND SCHOHARIE.

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## Current liabilities, as follows, viz.:

|  |          |                     |
|--|----------|---------------------|
| Interest on funded debt due and accrued..... | \$270 00 |                     |
| Audited vouchers and pay-rolls .....         | 281 65   |                     |
| Loans and bills payable .....                | 3,400 00 |                     |
|  |          | \$3,951 65          |
|  |          | <u>\$106,951 65</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local. |
|---|------------|
| Number of passengers carried.....               | 12,178     |
| Number of passengers carried one mile .....     | 68,480     |
| Number of tons of freight carried .....         | 5,305      |
| Number of tons of freight carried one mile..... | 30,830     |
| Mixed train mileage .....                       | 11,062     |

| ITEM.  | Earnings.  | Expenses.  | Profit.  |
|--|------------|------------|----------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$4,478 24 | \$3,960 66 | \$517 58 |
| Average per passenger carried.....   | 36         | 32         | 04       |
| Average per passenger per mile .....   | 06         | 05         | 01       |
| Freight earnings and expenses (including miscellaneous earnings).....                | 4,555 94   | 3,940 17   | 615 77   |
| Average per ton of freight carried.....  | 86         | 76         | 10       |
| Average per ton of freight per mile.....   | 15         | 13         | 02       |

## ITEM.

All local.  
Cents.

|  |       |
|--|-------|
| Computed on earnings from carrying passengers and freight only.              |       |
| Average rate received per mile for carrying passengers, all classes.....     | 5     |
| Average rate received per mile per ton for carrying freight, all classes.... | 15.02 |

## Description of Road and Equipment.

### TRACK.

Miles owned, all  
in N. Y. State.

|   |             |
|---|-------------|
| Main line, from Middleburgh to Schoharie Court House, single track..... | 5.75        |
| Sidings and turnouts on main line .....                                 | 1           |
| Grand total of tracks, sidings and turnouts.....                        | <u>6.75</u> |

Average life of rails—iron, 17 years; weight of rails per yard—steel, 56 lbs., iron, 45 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                     |
|----------------------|--------------------------------|---------------------|
|                      | Number.                        | Aggregate length.   |
| Wooden trestles..... | 2                              | <u>Feet.</u><br>100 |

## EQUIPMENT.

|                              | No. owned. | Average cost of each. | Maximum weight of each in lbs. |
|------------------------------|------------|-----------------------|--------------------------------|
| Locomotives, 4 drivers ..... | 1          | \$5,000               | 34,000                         |
| Freight passenger cars.....  | 1          | .....                 | .....                          |
| Freight cars .....           | 1          | .....                 | .....                          |

In brake, link and bolt coupler are used on cars.  
Whistle lever switches are used exclusively on road.

## Miscellaneous Statistics.

| ITEM.   | Entire line in<br>N. Y. State. |
|---|--------------------------------|
| Telegraph owned and operated by company, miles.....                       | 5.75                           |
| Total assessed value of real estate and personal property of company .... | \$29,600                       |
| Length of steel rails laid during the year in repairs, miles .....        | .4                             |
| Highway crossings at grade without protection.....                        | 3                              |

The passenger car is heated by stoves, lighted by oil lamps and ventilated by ventilators in top of car.

The National express runs over this line, and pays twelve cents per 100 pounds for freight.

The government pays this company \$63.59 per quarter for carrying the mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage. |
|---|----------|
| Flour.....                                  | 120      |
| Grain.....                                  | 150      |
| Meats and provisions.....                   | 4        |
| Lumber .....                                | 80       |
| Coal and coke .....                         | 2,000    |
| Petroleum and other oils.....               | 20       |
| Manufactures .....                          | 70       |
| Merchandise .....                           | 1,800    |
| All other agricultural products.....        | 1,060    |
| All other articles not included above ..... | 54       |
| Total .....                                 | 5,300    |

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during year... | 12         |
| Aggregate amount of salaries and wages paid them during year.....       | \$3,363 93 |

## Officers of the Company.

| Name.                | Title.         | Official Address.  |
|----------------------|----------------|--------------------|
| G. N. FRISBIE .....  | President..... | Middleburgh, N. Y. |
| P. S. DANFORTH ..... | Treasurer..... | Middleburgh, N. Y. |
| D. BEEKMAN.....      | Secretary..... | Middleburgh, N. Y. |

## Directors of the Company.

| Name.                 | Residence.         |
|-----------------------|--------------------|
| G. N. FRISBIE.....    | Middleburgh, N. Y. |
| P. S. DANFORTH .....  | Middleburgh, N. Y. |
| WM. H. ENGLE.....     | Middleburgh, N. Y. |
| JACOB NEVILLE .....   | Middleburgh, N. Y. |
| G. L. DANFORTH .....  | Middleburgh, N. Y. |
| DOW BEEKMAN .....     | Middleburgh, N. Y. |
| A. J. FREEMYER .....  | Middleburgh, N. Y. |
| DURYEA BEEKMAN .....  | Middleburgh, N. Y. |
| H. A. VBOMAN .....    | Middleburgh, N. Y. |
| D. D. FRISBIE .....   | Middleburgh, N. Y. |
| WM. E. THORNE.....    | Middleburgh, N. Y. |
| N. MANNING .....      | Middleburgh, N. Y. |
| JOHN H. MATTICE ..... | Fultonham, N. Y.   |

Title of company, Middleburgh and Schoharie Railroad Company.

General offices at Middleburgh, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, fourth Monday in March.

For information concerning this report, address P. S. Danforth, Treasurer.

## MIDDLETOWN AND CRAWFORD.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 3, 1863.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....          | 5,000          | \$250,000           | .....                                      |
| Issued for actual cash and now outstanding | 2,444          | 122,200             | \$122,200                                  |

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.         | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|---------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |               |              | Rate.     | When<br>payable. |                            |                             |  |
| First mortgage.....     | April 1, 1871 | 20           | p.c.<br>7 | April & Oct..    | \$100,000                  | .....                       | .....  |
| extended.....           | April 1, 1891 | 30           | 4%        | .....            | .....                      | \$66,000                    | \$66,000   |

## Cost of Road.

|                                      | Total cost up to<br>June 30, 1891. |
|--------------------------------------|------------------------------------|
| Grading, masonry and ballast.....    | \$54,328 96                        |
| Bridges.....                         | 1,030 15                           |
| Superstructure (including ties)..... | 47,617 66                          |
| Rails.....                           | 55,651 28                          |
| Land.....                            | 8,959 16                           |
| Fences.....                          | 9,768 00                           |
| Passenger and freight stations.....  | 5,368 85                           |
| Engine and car-houses.....           | 3,817 08                           |
| Engineering expenses.....            | 6,223 37                           |
| Telegraph line.....                  | 599 70                             |
| Total cost of road.....              | \$193,354 11                       |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross income from all sources, as follows, viz.:               |             |
| Rent of road.....  | \$10,500 00 |
| Deductions from income, as follows, viz.:                      |             |
| Interest on funded debt due and accrued.....                   | \$4,620 00  |
| Net income from all sources.....                               | \$5,880 00  |
| Dividends from net income, as follows, viz.:                   |             |
| Dividends declared, 4% per cent on \$122,200 common stock..... | 5,499 00    |
| Dividend for year ending June 30, 1891.....                    | \$381 00    |

## General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$381 00   |
| Surplus up to June 30, 1890.....           | 7,118 13   |
| Surplus June 30, 1891.....                 | \$7,494 13 |

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

| ASSETS.                                       |            |                     |
|---|------------|---------------------|
| Cost of road.....                             |            | \$198,354 11        |
| <i>Current assets, as follows, viz.:</i>      |            |                     |
| Cash on hand .....                            | \$1,595 12 |                     |
| Open accounts.....                            | 2,759 55   |                     |
|   |            | 4,354 77            |
|   |            | <u>\$197,708 88</u> |
| LIABILITIES.                                  |            |                     |
| Capital stock.....                            |            | \$123,300 00        |
| Funded debt .....                             |            | 66,000 00           |
| <i>Current liabilities, as follows, viz.:</i> |            |                     |
| Interest on funded debt due and accrued.....  | \$1,956 00 |                     |
| Dividends unpaid .....                        | 58 25      |                     |
|   |            | 2,014 25            |
| Profit and loss (surplus) .....               |            | 7,494 13            |
|   |            | <u>\$197,708 88</u> |

## Officers of the Company.

| Name.                  | Title.              | Official Address.             |
|------------------------|---------------------|-------------------------------|
| JOHN KING .....        | President.....      | P. O. Box 839, New York city. |
| ALBERT BULL .....      | Vice-President..... | Middletown, N. Y.             |
| A. R. MACDONOUGH ..... | Secretary .....     | P. O. Box 839, New York city. |
| EDWARD WHITE.....      | Treasurer.....      | P. O. Box 839, New York city. |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| JOHN KING .....        | New York city.    |
| ALBERT BULL.....       | Middletown, N. Y. |
| R. M. CROSBY.....      | Middletown, N. Y. |
| W. L. STRONG .....     | New York city.    |
| E. B. THOMAS .....     | New York city.    |
| A. R. MACDONOUGH ..... | New York city.    |
| ANDREW DONALDSON.....  | New York city.    |

Title of company, Middletown and Crawford Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in August.

For information concerning this report, address A. R. Macdonough, Secretary.

## MIDDLETOWN, UNIONVILLE AND WATER GAP.

OPERATED BY THE NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, May 25, 1866.)

For history of organization, etc., see Report of 1883.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                    | COMMON         |         |
|------------------------------------|----------------|---------|
|                                    | No. of shares. | par     |
| Authorized by law or charter ..... | 6,000          | 1,000   |
| Total now outstanding .....        | 2,997          | 499,500 |



## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years | INTEREST. |               | Amount authorized. | Amount outstanding. |
|----------------------|--------------|-------------|-----------|---------------|--------------------|---------------------|
|                      |              |             | Rate.     | When payable. |                    |                     |
| *First mortgage..... | Nov. 1, 1866 | 20          | 5         | May & Nov.    | \$225,000          | \$150,000           |
| Second mortgage..... | Dec. 1, 1871 | 25          | 5         | June & Dec.   | 400,000            | 250,000             |
| Total .....          |              |             |           |               | \$625,000          | \$400,000           |

## Cost of Road and Equipment.

## ROAD.

Total cost up to  
June 30, 1891.

|   |              |
|---|--------------|
| Grading, masonry and ballast .....              | \$113,221 96 |
| Bridges.....                                    | 12,180 30    |
| Superstructure (including ties) and rails ..... | 164,546 98   |
| Land, land damages and fences .....             | 85,942 89    |
| Passenger and freight stations.....             | 16,357 88    |
| Engine and car-houses .....                     | 660 84       |
| Engineering expenses .....                      | 7,565 64     |
| Total cost of road .....                        | \$360,476 47 |

## EQUIPMENT.

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation, as reported by New York, Susquehanna and Western Railroad Company..... | \$41,182 62 |
| Less operating expenses (excluding all taxes), as reported.....                                       | 28,214 61   |

Net earnings from operation..... \$12,968 01

## Income from other sources, as follows, viz.:

|             |        |
|-------------|--------|
| Rents ..... | 174 00 |
|-------------|--------|

Gross income from all sources..... \$13,142 01

## Deductions from income, as follows, viz.:

|  |             |
|--|-------------|
| Interest on funded debt due and accrued, paid by New York, Susquehanna and Western Railroad Company..... | \$30,000 00 |
| Taxes on property used in operation of road .....  | 1,982 30    |
| Taxes on earnings and capital stock .....  | 2 40        |
| Taxes other than above .....   | 52 90       |
| Repairs to houses .....  | 10 15       |
|  | 22,047 75   |

Deficit for year ending June 30, 1891..... \$8,905 74

## General Income Account.

|   |              |
|---|--------------|
| Deficit for year ending June 30, 1891 ..... | \$8,905 74   |
| Deficit up to June 30, 1890.....            | 261,375 08   |
| Total deficit June 30, 1891.....            | \$270,280 82 |

\* First mortgage bonds matured November 1, 1866, and were extended for twenty-five years from that date at five per cent per annum.  
† Equipment used on this road belongs to the New York, Susquehanna and Western Company.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.  | Freight.    | Total.      |
|----------------------------|-------------|-------------|-------------|
| Freight, through .....     | \$32,636 69 |             |             |
| Freight, local .....       | 186 04      |             |             |
|                            | -----       | \$32,772 73 | \$32,772 73 |
| Passenger, through .....   | \$5,700 77  |             |             |
| Passengers, local .....    | 313 04      |             |             |
|                            | -----       |             | 6,013 81    |
| Mail .....                 | 1,017 40    |             | 1,017 40    |
| Express .....              | 1,378 68    |             | 1,378 68    |
| Total gross earnings ..... | \$8,409 89  | \$32,772 73 | \$41,182 62 |

## OPERATING EXPENSES.

*Maintenance of way and structures :*

|   |            |            |             |
|---|------------|------------|-------------|
| Repairs of roadbed and track .....                              | \$5,706 15 | \$3,401 84 | \$9,107 99  |
| Repairs of bridges (including culverts and cattle-guards) ..... | 1,114 23   | 664 08     | 1,778 31    |
| Repairs of stations, shops, docks, etc. ....                    | 289 42     | 247 56     | 536 98      |
| Repairs of fences .....   | 161 96     | 96 26      | 258 22      |
| Other expenses for maintenance of way and structure .....       | 33 10      | 19 90      | 53 00       |
| Total .....   | \$7,504 86 | \$4,429 64 | \$11,934 50 |

*Conducting transportation :*

|  |            |            |             |
|--|------------|------------|-------------|
| Wages of conductors and men .....        | \$1,548 27 | \$922 92   | \$2,471 19  |
| Fuel for locomotives .....               | } 4,162 07 | 2,544 41   | 6,706 48    |
| Oil and waste .....                      |            |            |             |
| Other train supplies or expenses .....   |            |            |             |
| Wages of station agents and clerks ..... | 3,197 65   | 1,906 31   | 5,103 96    |
| Total .....                              | \$8,907 99 | \$5,373 64 | \$14,281 63 |

*General expenses :*

|  |             |             |             |
|--|-------------|-------------|-------------|
| Mileage of cars of other companies (debit balance) ..... | \$1,417 39  | \$754 24    | \$2,171 63  |
| Other general expenses .....                             | 16 92       | 9 03        | 25 95       |
| Total .....  | \$1,434 31  | \$763 27    | \$2,197 58  |
| Grand total operating expenses .....                     | \$17,647 16 | \$10,567 45 | \$28,214 61 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                    |              |
|------------------------------------|--------------|
| Cost of road .....                 | \$350,476 47 |
| Current assets, as follows, viz.:  |              |
| Cash on hand .....                 | 373 00       |
| Profit and loss (deficiency) ..... | 270,259 23   |
|                                    | \$621,129 29 |

## LIABILITIES.

|   |           |              |
|---|-----------|--------------|
| Capital stock .....                           | \$1       | 00           |
| Funded debt .....                             | 4         | 00           |
| Current liabilities, as follows, viz.:        |           |              |
| Interest on funded debt due and accrued ..... | \$175 00  |              |
| Dividends unpaid .....                        | 198 00    |              |
| Open accounts .....                           | 70,907 29 |              |
|   |           | \$246,000 29 |
|   |           | \$247,000 29 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through. | Local. | Total.  |
|---|----------|--------|---------|
| Number of passengers carried.....           | 22,011   | 2,617  | 24,628  |
| Number of passengers carried one mile....   | 212,661  | 10,502 | 223,163 |
| Number of tons of freight carried.....      | 64,846   | 321    | 65,167  |
| Number of tons of freight carried one mile. | 610,617  | 1,212  | 611,829 |
| Passenger train mileage.....                | .....    | .....  | 20,344  |
| Freight train mileage.....                  | .....    | .....  | 12,130  |
| All other train mileage.....                | .....    | .....  | 660     |
| Total train mileage.....                    | .....    | .....  | 33,124  |

| ITEM.   | Earnings.  | Expenses.   | Loss.                |
|---|------------|-------------|----------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings). | \$8,409 89 | \$17,647 16 | \$9,237 27           |
| Average per passenger carried.....  | 3414       | 7165        | 3751                 |
| Average per passenger per mile.....   | 0377       | 0791        | 0414                 |
| Average per passenger train per mile.....   | 4134       | 8674        | 454                  |
| Freight earnings and expenses (including miscellaneous earnings).....                 | 32,772 73  | 10,567 45   | Profit.<br>22,205 28 |
| Average per ton of freight carried.....   | 5029       | 1622        | 3407                 |
| Average per ton of freight per mile.....  | 0636       | 0173        | 0363                 |
| Average per freight train per mile.....   | 2 701      | 8712        | 1 8298               |

| ITEM.   | Through.       | Local.         | Through and local. |
|---|----------------|----------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |                |                |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents.<br>2.68 | Cents.<br>2.98 | Cents.<br>2.7      |
| Average rate received per mile per ton for carrying freight, all classes..... | 5.345          | 11.225         | 5.3665             |

## Description of Road and Equipment.

## TRACK.

Miles owned, all in N. Y. State.

|   |       |
|---|-------|
| Main line from Middletown, to Unionville, single track..... | 13.9  |
| Sidings and turnouts on main line.....                      | 1.85  |
| Grand total of tracks, sidings and turnouts.....            | 15.75 |
| Laid with steel rail, main line.....                        | 13.9  |

Average life of rails—steel, 20 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with gravel.

## BRIDGES.

## ENTIRE LINE IN NEW YORK STATE.

|                | Number. | Aggregate length. |
|----------------|---------|-------------------|
| bridges.....   | 2       | .....             |
| n bridges..... | 1       | .....             |
| al.....        | 3       | 139               |

Westinghouse air brake, Hinson & Gould coupler, and Miller coupler and buffer on passenger trains. Westinghouse air brake and Smillie coupler on milk trains and ordinary hand brake on freight trains.

Stub switches are used on the entire line.

#### Miscellaneous Statistics.

| ITEM.   | Entire line in<br>N. Y. State. |
|---|--------------------------------|
| Railroads crossing road under grade .....           | 1                              |
| Highway crossings at grade without protection ..... | 12                             |

Passenger cars are heated by Baker heaters and Martin's system of steam heating, lighted by center lamps, burning 300° test oil, and ventilated by deck sashes.

National Express Company operates over this road.

The government pays \$77.91 per mile since July 1, 1889, for transportation of mails.

#### DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour .....  | 963      | 1.422     |
| Grain .....  | 1,524    | 2.229     |
| Meats and provisions .....   | 217      | .323      |
| Live stock .....   | 114      | .175      |
| Lumber .....   | 1,639    | 2.516     |
| Pig and bar iron and steel .....   | 631      | .942      |
| Iron or other ores .....   | 31       | .046      |
| Coal and coke .....  | 21,909   | 33.020    |
| Petroleum and other oils .....   | 394      | .589      |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. | 1,100    | 1.662     |
| All other manufactures .....   | 2,010    | 3.024     |
| All other merchandises .....   | 381      | .568      |
| All other agricultural products .....  | 9,046    | 13.521    |
| All other articles not included above .....  | 25,238   | 38.712    |
| Total .....  | 65,167   | 100       |

#### Officers of the Company.

| Name.                    | Title.                   | Official Address.             |
|--------------------------|--------------------------|-------------------------------|
| JAMES M. HARTSHORNE..... | *President               | 15 Cortlandt st., N. Y. city. |
| JOHN P. RAFFERTY.....    | Vice-President           | 15 Cortlandt st., N. Y. city. |
|                          | Secretary and Treasurer. | 15 Cortlandt st., N. Y. city. |

#### Directors of the Company.

| Name.                      | Residence.          |
|----------------------------|---------------------|
| STEPHEN V. WHITE.....      | Brooklyn, N. Y.     |
| CHARLES V. WARE.....       | New York city.      |
| SIMON BOBO.....            | New York city.      |
| CHARLES MINZESHEIMER.....  | New York city.      |
| FREDERIC P. MOORE.....     | New York city.      |
| FRANK O. LAWRENCE, Jr..... | New York city.      |
| ROBERT K. DOW.....         | Claremont, N. H.    |
| JOHN P. RAFFERTY.....      | Brick Church, N. J. |
| CORNELIUS T. DEMAREST..... | Hackensack, N. J.   |
| GABRETT A. HOBART.....     | Pateron, N. J.      |
| JAMES M. HARTSHORNE.....   | New York city.      |
| L. I. DEMAREST.....        | Hackensack, N. Y.   |

Title of lessor company, Middletown, Unionville and Water Gap Railroad Co.

Title of lessee company, New York, Susquehanna and Western Railroad Comp.

General offices at 15 Cortlandt street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Monday in May.

For information concerning this report, address J. P. Rafferty, Treasurer of com. or Charles V. Ware, Auditor of lessee company.

\* Vacancy

## MONTGOMERY AND ERIE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 2, 1866.)

For history of organization, see Reports of 1885 and 1889.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....          | \$26,000       | \$260,000        | .....                                |
| Issued for actual cash and now outstanding | 15,000         | 150,000          | \$150,000                            |

Number of stockholders ..... 146

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |                 | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|-----------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable.   |                    |                     |                                      |
| First mort. bonds    | May 1, 1866  | 60           | 5         | May 1 & Nov 1   | \$130,000          | \$130,000           | \$108,380 83                         |
| Second mor. bonds    | Oct. 1, 1867 | 60           | 5         | Apr. 1 & Oct. 1 | 70,000             | 40,500              | 26,325 00                            |
| Total.....           |              |              |           |                 | \$200,000          | \$170,500           | \$134,705 83                         |

## Cost of Road.

Total cost up to  
June 30, 1891.

|  |              |
|--|--------------|
| Grading, masonry and ballast .....                   | \$114,979 17 |
| Bridges.....   | 3,461 34     |
| Superstructure (including ties) and rails.....       | 135,965 88   |
| Land, land damages and fences.....                   | 44,375 08    |
| Passenger and freight stations.....                  | 8,099 53     |
| Engine and car-houses, fuel and water stations ..... | 4,923 64     |
| Engineering expenses.....                            | 13,804 19    |
| Telegraph line.....                                  | 1,391 21     |
| Total cost of road .....                             | \$327,000 00 |

## Income Account for Year Ending June 30, 1891.

|   |            |             |
|---|------------|-------------|
| <i>Gross income from all sources, as follows, viz.:</i>         |            |             |
| Rental from lessee .....  |            | \$16,000 00 |
| <i>Deductions from income, as follows, viz.:</i>                |            |             |
| Interest on funded debt due and accrued.....                    | \$8,525 00 |             |
| Taxes and earnings and capital stock, less credit.....          | 119 25     |             |
| Salaries and office expenses .....                              | 465 00     |             |
|   |            | 9,109 25    |
| Net income from all sources .....                               |            | \$6,890 75  |
| <i>Payments from net income, as follows, viz.:</i>              |            |             |
| Dividends declared, 4% per cent on \$150,000 common stock ..... |            | 6,750 00    |
| Surplus for year ending June 30, 1891.....                      |            | \$140 75    |

## General Income Account.

|   |            |
|---|------------|
| Surplus for year ending June 30, 1891 ..... | \$146 75   |
| Surplus up to June 30, 1890 .....           | 1,028 69   |
| Total surplus June 30, 1891 .....           | \$1,169 44 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                     |
|---|---------------------|
| Cost of road .....                            | \$327,000 00        |
| Cash on hand .....                            | 1,169 44            |
|   | <u>\$328,169 44</u> |
| LIABILITIES.                                  |                     |
| Capital stock .....                           | \$150,000 00        |
| Funded debt .....                             | 170,500 00          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Sinking fund .....                            | 6,500 00            |
| Profit and loss (surplus) .....               | 1,169 44            |
|   | <u>\$328,169 44</u> |

## Officers of the Company.

| Name.               | Title.                        | Official Address. |
|---------------------|-------------------------------|-------------------|
| J. M. WILKIN .....  | President.                    | Montgomery, N. Y. |
| C. J. EVERETT ..... | Vice-President and Treasurer. | Goshen, N. Y.     |
| W. J. MEAD .....    | Secretary.                    | Montgomery, N. Y. |

## Directors of the Company.

| Name.                    | Residence.        |
|--------------------------|-------------------|
| GEORGE SENIOR .....      | Montgomery, N. Y. |
| J. M. WILKIN .....       | Montgomery, N. Y. |
| DANIEL M. WADE .....     | Montgomery, N. Y. |
| EBENEZER VAN ALST .....  | Montgomery, N. Y. |
| WILLIAM S. MOULD .....   | Montgomery, N. Y. |
| FREDERICK BODINE .....   | Montgomery, N. Y. |
| GEORGE W. ACKERLY .....  | Montgomery, N. Y. |
| GEORGE BERGEN .....      | Montgomery, N. Y. |
| WALTER J. MEAD .....     | Montgomery, N. Y. |
| CHARLES J. EVERETT ..... | Goshen, N. Y.     |
| GEORGE W. MURRAY .....   | Goshen, N. Y.     |
| JOHN M. QUACKENBOS ..... | New York city.    |
| CHARLES M. VAIL .....    | New York city.    |

Title of company, Montgomery and Erie Railway Company.

General offices at Montgomery, Orange county, N. Y.

Date of close of fiscal year September 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report address J. M. Wilkin, President.

## MOUNT MCGREGOR.

(Date of charter, February 27, 1882.)

REORGANIZED APRIL 18, 1889.

On May 4, 1891, Frank Jones was appointed receiver under the foreclosure of second mortgage.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | PREFERED.      |       |
|--|----------------|------------------|----------------|-------|
|  | No. of shares. | Total par value. | No. of shares. | T par |
| Authorized by law or charter and now outstanding ..... | 1,750          | \$175,000        | 3,250          |       |
| Number of stockholders .....                           |                |                  |                |       |

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.       | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash real-<br>ized on<br>amount<br>outstand-<br>ing. |
|-------------------------|-------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |             |              | Rate.     | When<br>payable. |                            |                             |  |
| First mortgage .....    | May 4, 1889 | 1            | p. c.     | *                | \$22,500                   | \$22,500                    | \$22,500   |
| Second mortgage .....   | May 4, 1889 | 1            | 6         | *                | 27,500                     | 27,500                      | 27,500   |

## Cost of Road and Equipment.

| ROAD.   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....   | \$600 00   | .....   |
| Bridges .....   | 108 53   | .....   |
| Superstructure (including ties).....  | 711 84   | .....   |
| Land damages.....   | 45 22  | .....   |
| Shops, machinery and tools.....   | 11 45  | .....   |
| Interest and discount charged to construction.....                                  | 80 18  | .....   |
| Hotel and mountain improvement.....   | 1,079 30   | .....   |
| Total cost of road, equipment, hotel, etc., as reported up<br>to June 30, 1890..... | .....  | \$552,408 68  |
| Grand total cost of road, equipment, hotel, etc.....                                | \$2,637 52   | \$555,042 20  |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$10,087 18 |
| Less operating expenses (excluding all taxes) ..... | 10,093 88   |
| Loss from operation .....                           | \$36 20     |

## Deductions from income, as follows, viz.:

|  |            |
|--|------------|
| Interest on funded debt due and accrued .....    | \$3,000 00 |
| Rentals .....                                    | 515 00     |
| Taxes on property used in operation of road..... | 590 22     |
| Taxes on earnings and capital stock .....        | 52 50      |
| Taxes other than above.....                      | 39 96      |
|  | \$4,197 68 |
| Deficit for year ending June 30, 1891.....       | \$4,233 88 |

## General Income Account.

|   |             |
|---|-------------|
| Deficit for year ending June 30, 1891 ..... | \$4,233 88  |
| Deficit up to June 30, 1890 .....           | 6,596 40    |
| Total deficit June 30, 1891 .....           | \$10,830 28 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                   |                      |             |
|-------------------|----------------------|-------------|
| Pas<br>Mal<br>Mis | ers, all local ..... | \$10,027 18 |
|                   | .....                | 25 00       |
|                   | aneous .....         | 5 00        |
|                   | Gross earnings.....  | \$10,057 18 |

\* Not stated.

## OPERATING EXPENSES.

*Maintenance of way and structures :*

|  |            |
|--|------------|
| Repairs of track and roadbed.....                              | \$1,980 25 |
| Repairs of bridges (including culverts and cattle-guards)..... | 739 40     |
| Repairs of stations, shops, docks, etc.....                    | 90 10      |
| Other expenses for maintenance of way and structures.....      | 600 00     |

Total ..... \$3,410 25

*Maintenance of equipment :*

|  |          |
|--|----------|
| Repairs of locomotives .....                     | \$310 25 |
| Repairs of cars .....                            | 30 07    |
| Other expenses for maintenance of equipment..... | 39 00    |

Total ..... \$379 32

*Conducting transportation :*

|   |          |
|---|----------|
| Wages of conductors and men.....                  | \$430 00 |
| Wages of engineers and firemen.....               | 1,282 97 |
| Fuel for locomotives .....                        | 789 54   |
| Oil and waste .....                               | 53 11    |
| Wages of station agents and clerks.....           | 409 45   |
| Wages of watchmen, flagmen and switchmen .....    | 120 00   |
| Other expenses for conducting transportation..... | 500 00   |

Total ..... \$3,612 05

*General expenses :*

|   |          |
|---|----------|
| Salaries of general officers and clerks ..... | \$680 00 |
| General office expenses and supplies.....     | 126 41   |
| Stationery and printing .....                 | 73 41    |
| Outside agencies and advertising .....        | 635 58   |
| Other general expenses .....                  | 1,205 61 |

Total ..... \$3,774 00

Grand total operating expenses ..... \$10,085 38

## General Balance Sheet June 30, 1891.

## ASSETS.

Cost of road and equipment..... \$555,042 25

*Current assets, as follows, viz. :*

|                                   |           |
|-----------------------------------|-----------|
| Cash on hand.....                 | 613 25    |
| Open accounts.....                | 80 00     |
| Profit and loss (deficiency)..... | 10,820 28 |

\$566,515 63

## LIABILITIES.

Capital stock..... \$500,000 00

Funded debt ..... 50,000 00

*Current liabilities, as follows, viz. :*

|  |          |
|--|----------|
| Interest on funded debt due and accrued..... | 6,375 60 |
| Audited vouchers and pay-rolls.....          | 1,892 57 |
| Open accounts.....                           | 4,001 72 |
| Loans and bills payable .....                | 3,830 50 |
| Sundries.....                                | 715 21   |

\$566,515 60

## Traffic and Mileage Statistics.

## ITEM.

All local

|  |         |
|--|---------|
| Number of passengers carried.....          | 21,085  |
| Number of passengers carried one mile..... | 207,680 |
| Passenger train mileage.....               | 77 34   |

| ITEM.  | Earnings.   | Expenses.   | I   |
|--|-------------|-------------|-----|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$10,057 18 | \$10,093 38 | 0   |
| Average per passenger carried .....  | 477         | 479         | 102 |
| Average per passenger per mile .....   | 048         | 049         | 101 |
| Average per passenger train per mile.....  | 306         | 309         | 103 |



# MOUNT MCGREGOR.

357

## ITEM.

Computed on earnings from carrying passengers only.  
Average rate received per mile for carrying passengers, first class.....

All local.  
Cents.

4.8

## Description of Road and Equipment.

### TRACK.

Miles owned, all  
in N. Y. State.

|   |       |
|---|-------|
| Main line authorized from Saratoga to Lake George ..... | 25    |
| Main line laid, single track .....                      | 10.50 |
| Sidings and turnouts on main line .....                 | .47   |
| Grand total of tracks, sidings and turnouts .....       | 10.97 |
| Laid with iron rail, main line .....                    | 10.50 |
| Laid with iron rail, branches or other roads.....       | .47   |

Average life of ties, 4 years; weight of rails per yard—iron, 35 lbs.; gauge of track, 3 feet; ballasted with sand.

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Wooden bridges.....  | 2                              | 75                |
| Wooden trestles..... | 7                              | 1,737             |
| Total .....          | 9                              | 1,812             |

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. |
|--------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|
|                                      |            |                       |                                |                                 |
| Locomotives, 4 drivers.....          | 2          | \$8,000               | \$8,000                        | .....                           |
| First-class passenger cars .....     | 6          | \$3,500               | .....                          | 6                               |
| Second-class passenger cars .....    | 1          | 1,200                 | .....                          | 1                               |
| Baggage, mail and express cars ..... | 1          | 1,000                 | .....                          | 1                               |
| Total.....                           | 8          | .....                 | .....                          | 8                               |
| Flat freight cars .....              | 4          | .....                 | .....                          | .....                           |

Eames' vacuum brake, common coupler and link and pin on cars.  
Lorenz spring switch in use on this line.

## Miscellaneous Statistics.

### ITEM

Entire line in  
N. Y. State.

|    |   |          |
|----|---|----------|
| Te | raph owned and operated by company, miles.....                              | 10       |
| To | assessed value of real estate and personal property of company ...          | \$29,875 |
| Hi | way crossings at grade without protection.....                              | 4        |
| Hi | way crossings at grade protected by gates or flagmen.....                   | 2        |
| I  | enger cars are lighted with kerosene oil and ventilated in ordinary manner. |          |

## EMPLOYEES.

|    |   |            |
|----|---|------------|
| Av | age number of persons employed (including officials) during year... | 35         |
| Ag | ate amount of salaries and wages paid them during year .....        | \$6,181 35 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| Name.                  | Title.                  | Official Address.                    |
|------------------------|-------------------------|--------------------------------------|
| WILLIAM J. ARKELL..... | President.....          | Fifth ave. and 16th st., N. Y. city. |
| DOUGLASS W. MABEE...   | Vice-President .....    | Ballston Spa, N. Y.                  |
| FRANK JONES .....      | Secretary and Treas ... | Ballston Spa, N. Y.                  |

## Directors of the Company.

| Name.                  | Residence.          |
|------------------------|---------------------|
| WILLIAM J. ARKELL..... | New York city.      |
| A. G. RICHMOND .....   | Catsjoharie, N. Y.  |
| BARTLETT ARKELL.....   | Catsjoharie, N. Y.  |
| ED. S. SMITH.....      | Catsjoharie, N. Y.  |
| JAMES ARKELL.....      | Catsjoharie, N. Y.  |
| ADAM SMITH.....        | Catsjoharie, N. Y.  |
| JOHN WARNER .....      | Amsterdam, N. Y.    |
| A. B. VROOMAN.....     | Amsterdam, N. Y.    |
| D. W. MABEE.....       | Ballston Spa, N. Y. |
| FRANK JONES .....      | Ballston Spa, N. Y. |
| WILLIAM A. MEHAN ..... | Ballston Spa, N. Y. |
| ED. F. GROSE.....      | Ballston Spa, N. Y. |
| GEORGE E. SETTLE.....  | Ballston Spa, N. Y. |

Title of company, Mount McGregor Railroad Company.

General offices at Ballston Spa, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in February.

For information concerning this report, address Frank Jones, Receiver.

## NEWBURGH, DUTCHESS AND CONNECTICUT.

(Date of charter, January 8, 1877.)

For history of organization, etc., see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | PREFERRED.     |                  |
|---|----------------|------------------|----------------|------------------|
|   | No. of shares. | Total par value. | No. of shares. | Total par value. |
| Authorized by law or charter.....                                 | 10,000         | \$500,000        | 12,000         | \$600,000        |
| Issued for purchase of constructed road and now outstanding ..... | 10,000         | 500,000          | 11,749         | 587,450          |

|   |             |
|---|-------------|
| Grand total of common and preferred stock now outstanding ..... | \$1,087,450 |
| Number of stockholders .....                                    | 120         |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash received on account of outstand. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|---------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                       |
| First mortgage.....  | June 1, 1877 | 30           | p c.      | May & Nov.    | \$600,000          | \$150,000           | .....                                 |
| Income mortgage.     | June 1, 1877 | 100          | 7         | When earned   | 1,625,000          | 1,164,500           | .....                                 |
| Total.....           |              |              | 6         |               | \$2,225,000        | \$1,314,500         | .....                                 |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                  |  |   |
| Bridges.....                                       |  |   |
| Superstructure (including ties).....               |  |   |
| Ballast.....                                       |  |   |
| Land.....  |  |   |
| Land damages.....                                  |  |   |
| Fences.....  |  |   |
| Passenger and freight stations.....                |  |   |
| Engine and car-houses.....                         |  |   |
| Shops, machinery and tools.....                    | \$235 99   | \$2,541.334 89  |
| Fuel and water stations.....                       |  |   |
| Engineering expenses.....                          |  |   |
| Interest and discount charged to construction..... |  |   |
| Road built by contract.....                        |  |   |
| Purchase of constructed road.....                  |  |   |
| Telegraph line.....                                |  |   |
| Wharfing.....                                      |  |   |
| Less depreciation of machinery.....                |  | 657 06  |
| Total cost of road.....                            | \$235 99   | \$2,540,677 74  |

| EQUIPMENT.                                  |          |                |
|---|----------|----------------|
| Locomotives.....                            |          |                |
| Passenger cars.....                         |          |                |
| Mail, baggage and express cars.....         |          | \$58,469 28    |
| Freight and other cars.....                 |          |                |
| Barges, floats and tugs.....                |          |                |
| Total cost of equipment.....                |          | \$58,469 28    |
| Grand total cost of road and equipment..... | \$235 99 | \$2,599,147 02 |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation.....                  | \$175,909 07 |
| Less operating expenses (excluding all taxes).....  | 145,671 87   |
| Net earnings from operation.....                    | \$30,237 20  |
| <i>Income from other sources, as follows, viz.:</i> |              |
| Rent of houses on terminal lands.....               | 279 73       |
| Gross income from all sources.....                  | \$30,516 93  |
| <i>Deductions from income, as follows, viz.:</i>    |              |
| Interest on funded debt due and accrued.....        | \$10,500 00  |
| Taxes on property used in operation of road.....    | 5,184 40     |
| Taxes on earnings and capital stock.....            | 917 75       |
| Interest on mortgage on terminal lands.....         | 900 00       |
| Interest on mortgage on half right of way.....      | 3,187 81     |
| Interest on floating debt.....                      | 883 22       |
|   | 21,563 18    |
| plus for year ending June 30, 1891.....             | \$8,953 74   |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891..... | \$8,953 74  |
| Surplus up to June 30, 1890.....           | 67,279 11   |
| Accounts charged to profit and loss.....   | \$76,242 85 |
|  | 325 59      |
| Surplus June 30, 1891.....                 | \$75,917 26 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.  | Freight.     | Total.       |
|----------------------------------|-------------|--------------|--------------|
| Freight, through .....           | \$736 30    |              |              |
| Freight, local .....             | 71,085 75   |              |              |
| Passengers, all local .....      | \$12,349 41 | \$71,822 05  | \$71,822 05  |
| Mail .....                       | 4,128 32    |              | 22,342 41    |
| Express .....                    | 1,669 64    |              | 4,128 32     |
| Miscellaneous, as follows, viz.: |             |              | 1,669 64     |
| Rent of tracks .....             | 6,462 68    | 68,543 59    | 75,006 27    |
| Car service .....                |             | 910 43       | 910 43       |
| Use of land .....                | 10 00       | 20 00        | 30 00        |
| Total gross earnings .....       | \$34,613 00 | \$141,296 07 | \$175,909 07 |

## OPERATING EXPENSES.

|   |             |             |             |
|---|-------------|-------------|-------------|
| Maintenance of way and structures:                              |             |             |             |
| Repairs of track and roadbed .....                              | \$13,359 11 | \$42,801 67 | \$56,160 78 |
| Steel rails laid, cost, \$17,591 09.                            |             |             |             |
| Repairs of bridges (including culverts and cattle-guards) ..... | 1,324 92    | 3,361 73    | 5,306 65    |
| Repairs of stations, shops, docks, etc. ....                    | 1,165 70    | 3,546 36    | 4,712 06    |
| Repairs of fences .....   | 84 47       | 253 44      | 337 91      |
| Other expenses for maintenance of way and structures .....      | 1 31        | 3 94        | 5 25        |
| Total .....   | \$15,935 51 | \$50,567 14 | \$66,502 65 |

|   |            |             |             |
|---|------------|-------------|-------------|
| Maintenance of equipment:                         |            |             |             |
| Repairs of locomotives .....                      | \$1,758 06 | \$5,326 38  | \$7,084 44  |
| Repairs of cars .....                             | 2,567 40   | 7,209 01    | 9,776 41    |
| Repairs of machinery and tools .....              | 155 43     | 480 18      | 635 61      |
| Other expenses for maintenance of equipment ..... | 980 31     | 2,036 98    | 3,017 29    |
| Total .....                                       | \$5,461 20 | \$15,052 55 | \$20,513 75 |

|  |             |             |             |
|--|-------------|-------------|-------------|
| Conducting transportation:                         |             |             |             |
| Wages of conductors and men .....                  | \$1,757 24  | \$5,315 59  | \$7,072 83  |
| Wages of engineers and firemen .....               | 2,159 35    | 3,270 59    | 5,429 94    |
| Fuel for locomotives .....                         | 2,775 84    | 8,327 74    | 11,103 58   |
| Oil and waste .....                                | 143 65      | 352 73      | 496 38      |
| Water supply .....                                 | 252 09      | 756 42      | 1,008 51    |
| Other train supplies or expenses .....             | 134 06      | 190 73      | 324 79      |
| Wages of station agents and clerks .....           | 2,122 04    | 6,366 24    | 8,488 28    |
| Wages for labor at stations .....                  | 165 00      | 535 34      | 700 34      |
| Station supplies .....                             | 185 83      | 415 82      | 601 65      |
| Wages of watchmen, flagmen and switchmen .....     | 682 94      | 2,407 08    | 3,090 02    |
| Other expenses for conducting transportation ..... | 311 30      | 893 13      | 1,204 43    |
| Total .....  | \$10,689 36 | \$28,631 41 | \$39,320 77 |

|   |             |              |              |
|---|-------------|--------------|--------------|
| General expenses:                             |             |              |              |
| Salaries of general officers and clerks ..... | \$3,420 45  | \$10,262 00  | \$13,682 45  |
| General office expenses and supplies .....    | 249 20      | 762 80       | 1,012 00     |
| Stationery and printing .....                 | 313 98      | 941 08       | 1,255 06     |
| Legal expenses .....                          | 108 66      | 325 69       | 434 35       |
| Loss and damage of freight and baggage .....  |             | 79 98        | 79 98        |
| Damage to cattle and property .....           | 7 50        | 22 50        | 30 00        |
| Telegraph operation .....                     | 401 69      | 1,209 31     | 1,611 00     |
| Other general expenses .....                  | 252 44      | 757 51       | 1,010 95     |
| Total .....                                   | \$4,753 83  | \$14,800 87  | \$19,554 70  |
| Grand total operating expenses .....          | \$36,839 90 | \$108,831 97 | \$145,671 87 |

# NEWBURGH, DUTCHESS AND CONNECTICUT.

361

## General Balance Sheet June 30, 1891.

### ASSETS.

|   |             |                       |
|---|-------------|-----------------------|
| Cost of road.....                                     |             | \$2,540,677 74        |
| Cost of equipment.....                                |             | 58,469 28             |
| <i>Other permanent investments, as follows, viz.:</i> |             |                       |
| Real estate.....                                      |             | 1,228 47              |
| <i>Current assets, as follows, viz.:</i>              |             |                       |
| Cash on hand.....                                     | \$19,870 19 |                       |
| Due by agents.....                                    | 2,603 08    |                       |
| Open accounts.....                                    | 21,162 19   |                       |
| Materials and supplies.....                           | 19,930 83   |                       |
|   |             | 63,366 24             |
|   |             | <u>\$2,663,736 73</u> |

### LIABILITIES.

|   |             |                       |
|---|-------------|-----------------------|
| Capital stock.....                            |             | \$1,087,450 00        |
| Funded debt.....                              |             | 1,314,500 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued.....  | \$76,020 00 |                       |
| Audited vouchers and pay-rolls.....           | 10,497 59   |                       |
| Open accounts.....                            | 5,882 38    |                       |
| Loans and bills payable.....                  | 13,469 50   |                       |
| Real estate mortgages.....                    | 80,000 00   |                       |
|   |             | 185,869 47            |
| Profit and loss (surplus).....                |             | 75,917 28             |
|   |             | <u>\$2,663,736 73</u> |

### Traffic and Mileage Statistics.

| ITEM.  | Through. | Local.    | Total.    |
|--|----------|-----------|-----------|
| Number of passengers carried.....            |          | 81,639    | 81,639    |
| Number of passengers carried one mile.....   |          | 869,907   | 869,907   |
| Number of tons of freight carried.....       | 904      | 98,204    | 99,108    |
| Number of tons of freight carried one mile.. | 29,313   | 1,916,341 | 1,945,654 |
| Passenger train mileage.....                 |          |           | 26,952    |
| Freight train mileage.....                   |          |           | 81,804    |
| Total train mileage.....                     |          |           | 108,756   |

| ITEM.  | Earnings.   | Expenses.   | Loss.      |
|--|-------------|-------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$34,613 00 | \$36,839 90 | \$2,226 90 |
| Average per passenger carried.....   | 42          | 45          | 03         |
| Average per passenger per mile.....  | 64          | 043         | 003        |
| Average per passenger train per mile.....  | 1 285       | 1 367       | 082        |
| Freight earnings and expenses (including miscellaneous expenses).....                | 141,296 07  | 108,831 97  | Profit.    |
| Average per ton of freight carried.....  | 1 42        | 1 10        | 32         |
| Average per ton of freight per mile.....   | 0726        | 0559        | 0167       |
| Average per freight train per mile.....  | 1 73        | 1 33        | 40         |

| ITEM.   | Through. | Local. | Through and local. |
|---|----------|--------|--------------------|
| Rate received on earnings from carrying passengers and freight only.....      |          |        |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents.   | Cents. | Cents.             |
| Average rate received per ton per mile for carrying freight, all classes..... | 3.61     | 3.71   | 3.69               |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment.

|  | TRACK. | Miles owned, all<br>in N. Y. State. |
|--|--------|-------------------------------------|
|  |        |                                     |
| Main line from Dutchess Junction to State line between New York and Connecticut, at Millertown, single track ..... |        | 58.81                               |
| Sidings and turnouts on main line.....   |        | 10.46                               |
| Grand total of tracks, sidings and turnouts.....   |        | 69.27                               |
| Laid with steel rail, main line.....   |        | 59.39                               |
| Laid with iron rail, main line.....  |        | 7.88                                |

Average life of rails—iron, 15 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 74 lbs., minimum, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted partially with gravel.

| BRIDGES.                        | ENTIRE LINE IN NEW YORK STATE. |                   |
|---------------------------------|--------------------------------|-------------------|
|                                 | Number.                        | Aggregate length. |
| Iron bridges.....               | 4                              | 760               |
| Iron trestles.....              | 2                              | 125               |
| Wooden bridges (composite)..... | 1                              | 39                |
| Wooden trestles.....            | 4                              | 1,554             |
| Total.....                      | 11                             | 2,178             |

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in pounds. | Average life of in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|-----------------------------------|---------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers .....        | 1          | \$7,000               | 180,000                           | 20                        | .....                           | .....                             |
| Locomotives, 4 drivers .....        | 6          | 5,000                 | 114,000                           | 20                        | 6                               | .....                             |
| Total.....                          | 7          | .....                 | .....                             | .....                     | 6                               | .....                             |
| First-class passenger cars .....    | 4          | \$2,000               | 45,000                            | 15                        | 4                               | 4                                 |
| Second-class passenger cars .....   | 3          | 1,500                 | 43,000                            | 15                        | 3                               | 3                                 |
| Baggage, mail and express cars..... | 3          | 1,200                 | 40,000                            | 15                        | 3                               | 3                                 |
| Total.....                          | 10         | .....                 | .....                             | .....                     | 10                              | 10                                |
| Box freight cars.....               | 52         | \$400                 | 20,000                            | 15                        | .....                           | .....                             |
| Stock freight cars.....             | 4          | 400                   | 18,000                            | 12                        | .....                           | .....                             |
| Charcoal cars.....                  | 3          | 400                   | 20,000                            | 15                        | .....                           | .....                             |
| Coal freight cars.....              | 116        | 350                   | 17,000                            | 10                        | .....                           | .....                             |
| Flat freight cars.....              | 22         | 350                   | 15,000                            | 10                        | .....                           | .....                             |
| Caboose, 4-wheel cars.....          | 1          | 350                   | 18,000                            | 15                        | .....                           | .....                             |
| Service car.....                    | 1          | .....                 | .....                             | .....                     | .....                           | .....                             |
| Total.....                          | 199        | .....                 | .....                             | .....                     | .....                           | .....                             |

Passenger cars have the Westinghouse automatic brake and Cowell and coupler; ordinary brake and coupler on freight cars.

The Lorenz safety switch is in use on seven-eighths of road, on the remainder stub or open switch.

## Miscellaneous Statistics.

## ITEM.

Entire line in  
N. Y. State.

|   |            |
|---|------------|
| Telegraph operated by company, miles.....   | 58         |
| Cost of real estate now held by company, exclusive of that used in operation..... | \$1,228 47 |
| Total assessed value of real estate and personal property.....                    | 406,784 00 |
| Length of steel rails laid during year in repairs, miles.....                     | 3.41       |
| Railroad crossing road at grade.....  | 1          |
| Highway crossings at grade without protection.....                                | 32         |
| Highway crossings at grade protected by gates or flagmen.....                     | 3          |
| Highway crossings over or under grade.....  | 10         |
| Overhead obstruction less than twenty feet above track.....                       | 1          |

Fire-proof seamless Baker heaters are used on mixed trains; same heater with steam attachment on passenger trains. Cars lighted by mineral seal oil, 300° test and ventilated by Creamer ventilators.

The American Express Company does business on this road at the following rates: messengers, half fare; freight, one and one-half first-class rates.

This Company receives \$70.97 per mile per annum from the Post-office Department for carrying the mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 765      | .8        |
| Grain.....   | 6,493    | 6.5       |
| Meats and provisions.....  | 710      | .7        |
| Live stock.....  | 393      | .4        |
| Lumber.....  | 6,690    | 6.7       |
| Pig and bar iron and steel.....  | 1,117    | 1.1       |
| Iron or other ores.....  | 25,258   | 25.5      |
| Coal and coke.....   | 35,396   | 35.7      |
| Petroleum and other oils.....  | 360      | .4        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 4,280    | 4.4       |
| All other manufactures.....  | 2,134    | 2.2       |
| All other merchandises.....  | 2,882    | 2.9       |
| All other agricultural products.....   | 5,951    | 6.0       |
| All other articles not included above.....   | 6,669    | 6.7       |
| Total.....   | 99,108   | 100       |

## EMPLOYEES.

|   |             |
|---|-------------|
| Average number of persons employed (including officials) during year..... | 187         |
| Aggregate amount of salaries and wages paid them during year.....         | \$92,904 26 |

## Officers of the Company.

| Name.                  | Title.  | Official Address.        |
|------------------------|---|--------------------------|
| JOHN S. SCHULTZE ..... | President and Treasurer.....                        | Matteawan, N. Y.         |
| WILLIAM A. WELLS ..... | Secretary and Gen. Accountant.                      | Matteawan, N. Y.         |
| CHAS. L. KIMBALL ..... | General Sup't and Freight and Purchasing Agent..... | Matteawan, N. Y.         |
| WILLIAM H. MOORE.....  | General Ticket Agent.....                           | Matteawan, N. Y.         |
| G. D. HOLMES .....     | Master Mechanic.....                                | Dutchess Junction, N. Y. |
| F. D. SMITH .....      | Road Master.....                                    | Matteawan, N. Y.         |

## Directors of the Company.

| Name.                  | Residence.                |
|------------------------|---------------------------|
| JOHN S. SCHULTZE ..... | Manchester, N. J.         |
| LEBBEUS B. WARD .....  | Jersey City, N. J.        |
| WM. LUMMIS .....       | New York city.            |
| WM. S. ENO .....       | Pine Plains, N. Y.        |
| WM. N. SAYER .....     | Pine Plains, N. Y.        |
| ROBERT G. COFFIN ..... | Millbrook, N. Y.          |
| ORGE POTTER .....      | Billings, N. Y.           |
| BERT EMANS .....       | La Grangeville, N. Y.     |
| AS. L. KIMBALL .....   | Fishkill-on-Hudson, N. Y. |
| C. VAN WYCK .....      | Hopewell Junction, N. Y.  |
| F. PLASS .....         | Copake Iron Works, N. Y.  |
| J. H. MOORE .....      | Matteawan, N. Y.          |
| J. R. SCHULTZE .....   | Manchester, N. J.         |

of company, Newburgh, Dutchess and Connecticut Railroad Company.

eral offices at Matteawan, N. Y.

of close of fiscal year, June 30.

of stockholders' annual meeting, last Thursday in January.

Information concerning this report, address John S. Schultze, President and

## NEW JERSEY AND NEW YORK.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | PREFERRED.     |                  |
|---|----------------|------------------|----------------|------------------|
|   | No. of shares. | Total par value. | No. of shares. | Total par value. |
| Authorized by law or charter .....  | 20,000         | \$2,000,000      | 8,000          | \$800,000        |
| Issued on account of construction and pursuant to plan for reorganization and now outstanding ..... | 14,408         | \$1,440,800      | 7,878          | \$787,000        |
| Grand total of common and preferred stock now outstanding .....                                     |                |                  |                | \$2,228,000      |
| Number of stockholders .....  |                |                  |                | 109              |

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | Date.         | Term, years. | INTEREST. |                 | Amount authorized. | Amount outstanding. |
|-----------------------|---------------|--------------|-----------|-----------------|--------------------|---------------------|
|                       |               |              | Rate.     | When payable.   |                    |                     |
| *First mortgage.....  | Apr. 30, 1890 | 30           | p. c.     | May 1 & Nov. 1  | \$400,000          | \$400,000           |
| †Second mortgage..... | Nov. 27, 1885 | 100          | 5         | Jan. 1 & July 1 | 100,000            | 100,000             |
|                       |               |              |           |                 | \$500,000          | \$500,000           |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading and masonry.....  |  | \$432 94  |
| Ballast .....   |  | 165 00  |
| Bridges .....   |  | 15,794 10   |
| Superstructure (including ties) .....                           |  | 11,081 14   |
| Rails .....   |  | 81,072 64   |
| Land .....  | \$875 00   | 5,089 38  |
| Land damages .....  | 1,302 80   | 7,990 67  |
| Fences .....  | 203 63   | 850 76  |
| Passenger and freight stations .....                            | 3,631 19   | 9,088 40  |
| Engine and car-houses .....                                     |  | 831 77  |
| Shops, machinery and tools .....                                | 643 75   | 5,324 88  |
| Coal trestles .....   | 2,447 62   | 3,183 94  |
| Engineering expenses .....                                      |  | 1,861 30  |
| Interest and discount charged to construction .....             |  | 37,083 61   |
| Purchase of constructed road .....                              |  | 117,111 64  |
| Telegraph line .....  |  | 117 11  |
| Street and road crossings .....                                 | 156 29   | 5 00  |
| Incidentals .....   | 16 00  | 1,117 77  |
| New Jersey and New York Railway property, franchises, etc. .... |  | 2,592 11  |
| Total cost of road.....   | \$9,275 98   | \$2,691 11  |

\* Issued to complete reorganization.

† Fifty-six thousand dollars issued to holders of preferred stock in lieu of dividends, balance issued in purchase of rolling stock.



Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Locomotives.....                            | \$6,918 40   | \$74,402 84   |
| Passenger cars.....                         | 75 00  | 49,427 81   |
| Mail, baggage and express cars.....         |  | 8,579 90  |
| Freight and other cars.....                 |  | 28,480 18   |
| Total cost of equipment.....                | \$6,993 40   | \$160,890 29  |
| Grand total cost of road and equipment..... | \$16,269 38  | \$2,852,843 04  |

Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation.....  | \$276,608 88 |
| Less operating expenses (excluding all taxes).....  | 241,226 37   |
| Gross income from all sources.....  | \$35,383 51  |
| Deduction from income, as follows, viz:   |              |
| Interest on funded debt due and accrued.....  | \$29,000 04  |
| Rentals.....  | 11,400 00    |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes..... | 3,399 11     |
|   | 43,799 15    |
| Deficit for year ending June 30, 1891.....  | \$8,415 64   |

General Income Account.

|  |             |
|--|-------------|
| Deficit for year ending June 30, 1891..... | \$8,415 64  |
| Surplus up to June 30, 1890.....           | 92,110 71   |
| Total surplus June 30, 1891.....           | \$83,695 07 |

DETAILED STATEMENT OF RENTALS.

|   |             |
|---|-------------|
| New Jersey and New York Extension railroad..... | \$11,400 00 |
|---|-------------|

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                                 | Passenger.   | Freight.    | Total.       |
|---------------------------------|--------------|-------------|--------------|
| Freight, all local.....         |              | \$90,183 81 | \$90,183 81  |
| Passengers, all local.....      | \$170,234 30 |             | 170,234 30   |
| Mail.....                       | 2,876 21     |             | 2,876 21     |
| Express.....                    | 11,188 20    |             | 11,188 20    |
| Miscellaneous, as follows, viz: |              |             |              |
| Telegraph.....                  | 441 85       | 57 51       | 499 36       |
| Rentals.....                    | 378 73       | 36 27       | 315 06       |
| Other sources.....              | 1,200 00     | 112 00      | 1,312 00     |
| Total gross earnings.....       | \$183,219 29 | \$90,389 59 | \$276,608 88 |

OPERATING EXPENSES.

|   |             |            |             |
|---|-------------|------------|-------------|
| Maintenance of way and structures:                          |             |            |             |
| Repairs of track and roadbed.....                           | \$24,217 54 | \$3,151 46 | \$27,369 00 |
| Steel rails laid, 125 tons, cost \$3,783.95.                |             |            |             |
| Repairs of bridges (including culverts and tie-guards)..... | 364 25      | 48 09      | 412 34      |
| Repairs of stations, shops, docks, etc.....                 | 4,848 30    | 630 91     | 5,479 21    |
| Repairs of fences.....                                      | 263 18      | 32 95      | 286 13      |
| Other expenses for maintenance of way and structures.....   | 285 60      | 30 66      | 266 26      |
| Total.....  | \$29,918 87 | \$3,894 07 | \$33,812 94 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger.   | Freight.    | Total.       |
|---|--------------|-------------|--------------|
| <i>Maintenance of equipment:</i>                        |              |             |              |
| Repairs of locomotives.....                             | \$9,444 56   | \$1,229 03  | \$10,673 59  |
| Repairs of cars.....                                    | 10,631 42    | 1,383 48    | 12,014 90    |
| Repairs of machinery and tools.....                     | 719 56       | 93 64       | 813 20       |
| Other expenses for maintenance of equipment.....        | 1,790 32     | 232 97      | 2,023 29     |
| Total.....  | \$22,585 86  | \$2,939 12  | \$25,524 98  |
| <i>Conducting transportation:</i>                       |              |             |              |
| Wages of conductors and men.....                        | \$18,445 85  | \$1,749 73  | \$15,196 58  |
| Wages of engineers and firemen.....                     | 10,481 13    | 1,360 02    | 11,811 15    |
| Fuel for locomotives.....                               | 35,504 59    | 4,620 26    | 40,124 85    |
| Oil and waste.....                                      | 1,268 74     | 165 10      | 1,433 84     |
| Water supply.....                                       | 665 49       | 86 61       | 752 10       |
| Other train supplies or expenses.....                   | 1,193 03     | 155 26      | 1,348 29     |
| Wages of station agents and clerks.....                 | 13,261 03    | 1,717 86    | 14,918 89    |
| Wages for labor at stations.....                        |              | 6,388 70    | 6,388 70     |
| Stations supplies.....                                  | 959 29       | 124 83      | 1,084 12     |
| Wages of watchmen, flagmen and switchmen.....           | 3,816 22     | 496 61      | 4,312 83     |
| Other expenses for conducting transportation.....       | 1,451 73     | 214 95      | 1,666 68     |
| Total.....  | \$38,157 10  | \$17,077 93 | \$99,235 03  |
| <i>General expenses:</i>                                |              |             |              |
| Salaries of general officers and clerks.....            | \$10,209 92  | \$1,328 63  | \$11,538 55  |
| General office expenses and supplies.....               | 268 81       | 34 97       | 303 78       |
| Stationery and printing.....                            | 1,420 97     | 184 91      | 1,605 88     |
| Outside agencies and advertising.....                   | 685 32       | 89 18       | 774 50       |
| Legal expenses.....                                     | 3,766 44     | 490 13      | 4,256 57     |
| Loss and damage of freight and baggage.....             |              | 227 46      | 227 46       |
| Damage to cattle and property.....                      |              | 591 20      | 591 20       |
| Injuries to persons.....                                | 1,894 39     |             | 1,894 39     |
| Telegraph maintenance and operation.....                | 89           | 12          | 1 01         |
| Mileage of cars of other companies (debit balance)..... |              | 789 88      | 789 88       |
| New York, L. E. and W. R. R. tolls.....                 | 54,709 71    | 3,797 28    | 58,506 99    |
| Other general expenses.....                             | 1,913 24     | 248 97      | 2,162 21     |
| Total.....  | \$74,869 69  | \$7,782 73  | \$82,652 42  |
| Grand total operating expenses.....                     | \$209,531 52 | \$31,693 85 | \$241,225 37 |

## General Balance Sheet June 30, 1881.

| ASSETS.   |                       |
|---|-----------------------|
| Cost of road.....                                     | \$2,691,952 81        |
| Cost of equipment.....                                | 160,890 23            |
| <i>Other permanent investments, as follows, viz.:</i> |                       |
| Stock of this company.....                            | 571,400 00            |
| <i>Current assets, as follows, viz.:</i>              |                       |
| Cash on hand.....                                     | 4,963 31              |
| Due by agents.....                                    | 16,792 66             |
| Materials and supplies.....                           | 6,104 65              |
|   | <u>\$3,452,103 66</u> |
| LIABILITIES.  |                       |
| Capital stock.....                                    | \$2,800,000 00        |
| Funded debt.....                                      | 500,000 00            |
| <i>Current liabilities, as follows, viz.:</i>         |                       |
| Interest on funded debt due and accrued.....          | 9,666 68              |
| Audited vouchers and pay-rolls and open accounts..... | 37,241 91             |
| Loans and bills payable.....                          | 21,500 00             |
| Profit and loss (surplus).....                        | 83,696 01             |
|   | <u>\$3,452,103 66</u> |

## Traffic and Mileage Statistics.

| ITEM.  | All local. |
|--|------------|
| Number of passengers carried .....               | 889,692    |
| Number of passengers carried one mile .....      | 12,419,837 |
| Number of tons of freight carried .....          | 129,182    |
| Number of tons of freight carried one mile ..... | 1,663,214  |
| Passenger train mileage .....                    | 251,992    |
| Freight train mileage .....                      | 27,412     |
| All other train mileage .....                    | 5,380      |
| Total train mileage .....                        | 284,784    |

| ITEM.  | Earnings.    | Expenses.    | Loss.            |
|--|--------------|--------------|------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous expenses) ..... | \$186,219 29 | \$209,581 52 | \$23,312 28      |
| Average per passenger carried .....  | 2218         | 2484         | 0266             |
| Average per passenger per mile .....   | 0149         | 0169         | 0021             |
| Average per passenger train per mile .....   | 739          | 8815         | 0925             |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 90,389 59    | 81,693 85    | Profit, 8,695 74 |
| Average per ton of freight carried .....   | 6919         | 2453         | 4466             |
| Average per ton of freight per mile .....  | 0643         | 0191         | 0352             |
| Average per freight train per mile .....   | 3 30         | 1 16         | 2 14             |

## ITEM.

|  |              |
|--|--------------|
| Computed on earnings from carrying passengers and freight only.                | All local.   |
| Average rate received per mile for carrying passengers, all classes .....      | Cents. *1.50 |
| Average rate received per mile per ton for carrying freight, all classes ..... | 5.43         |

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.          |                | MILES LEASED.         |                | TOTAL MILES.          |                |
|---|-----------------------|----------------|-----------------------|----------------|-----------------------|----------------|
|   | Length in N.Y. State. | Entire length. | Length in N.Y. State. | Entire length. | Length in N.Y. State. | Entire length. |
| Main line from New Jersey and New York Junction, N. J., to Garnerville, N. Y., single track ..... | 12.23                 | 29.34          | 4.67                  | 12.16          | 16.90                 | 41.50          |
| Branches or other roads laid, single track, .....   | 5.40                  | 5.40           | 1.00                  | 1.00           | 6.40                  | 6.40           |
| Total single track .....  | 17.63                 | 34.74          | 5.67                  | 13.16          | 23.30                 | 47.90          |
| Sidings and turnouts on main line .....   | 1.52                  | 4.50           | .40                   | .40            | 1.92                  | 4.90           |
| Sidings and turnouts on branches or other roads .....   | .25                   | .25            | .15                   | .15            | .40                   | .40            |
| Total sidings and turnouts .....  | 1.77                  | 4.75           | .55                   | .55            | 2.32                  | 5.30           |
| Grand total of tracks, sidings and turnouts .....   | 19.40                 | 39.49          | 6.22                  | 13.71          | 25.62                 | 53.20          |
| Laid with steel rail, main line .....   | 5.53                  | 22.64          | .....                 | .....          | 5.53                  | 22.64          |
| Laid with steel rail, branches or other roads .....   | .....                 | .....          | 4.67                  | 12.16          | 4.67                  | 12.16          |
| id with iron rail, main line .....  | 6.70                  | 6.70           | .....                 | .....          | 6.70                  | 6.70           |
| id with iron rail, branches or other roads .....  | 7.17                  | 10.15          | 1.55                  | 1.55           | 8.72                  | 11.70          |

average life of rails—iron, 18 years; average life of ties, 8 years; weight of rails per yard—steel, 60 lbs., iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

\*Should be 1.37.—R. R. Commissioners.

# REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF BRANCHES OR OTHER ROADS.

| From                   | To                             | Length in New York State. | Entire length. | Owned, leased or operated. | Miles laid with steel rail. | Miles laid with iron rail. |
|------------------------|--------------------------------|---------------------------|----------------|----------------------------|-----------------------------|----------------------------|
| Jersey City, N. J.     | New Jersey & New York Junction | 1.49                      | 1.49           | Operated.                  | 1.49                        | .....                      |
| Nanuet Junction, N. Y. | Spring Valley, N. Y.           | 2.30                      | 2.30           | Operated.                  | 2.30                        | .....                      |
| Nanuet Junction, N. Y. | New City, N. Y.                | 4.30                      | 4.30           | Owned                      | .....                       | 4.30                       |
| Miner's Creek, N. Y.   | Garnerville Print Works        | 1                         | 1              | Operated.                  | .....                       | 1                          |
| Garnerville            | Stony Point, N. Y.             | 1.10                      | 1.10           | Owned                      | .....                       | 1.10                       |
| Garnerville            | Haverstraw                     | 2.37                      | 2.37           | Leased                     | 2.37                        | .....                      |

| BRIDGES.       | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------|--------------------|-------------------|--------------|-------------------|
|                | Number.            | Aggregate length. | Number.      | Aggregate length. |
| Iron bridges   | 2                  | 205 Feet.         | 3            | 260 Feet.         |
| Wooden bridges | 3                  | 189               | 4            | 250               |
| Total          | 5                  | 394               | 7            | 510               |

| EQUIPMENT.                     | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers         | 8          | \$7,286 03            | 98,000                         | 8                               | .....                             |
| First-class passenger cars     | 16         | \$1,482 46            | .....                          | 16                              | 16                                |
| Baggage, mail and express cars | 5          | 1,058 68              | .....                          | 5                               | 5                                 |
| Total                          | 21         | .....                 | .....                          | 21                              | 21                                |
| Box freight cars               | 30         | \$438 38              | .....                          | 2                               | 2                                 |
| Stock freight cars             | 1          | 250 00                | 19,000                         | .....                           | .....                             |
| Flat freight cars              | 39         | 358 13                | .....                          | .....                           | .....                             |
| Caboose, 8-wheel car           | 1          | 1,470 61              | .....                          | 1                               | 1                                 |
| Total                          | 71         | .....                 | .....                          | 3                               | 3                                 |

passenger cars are equipped with New York air brake and Miller coupler; cast-iron draw-bars with links for freight cars.  
Automatic split switches in use on this road.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State | Entire line. |
|---|----------------|--------------|
| Telegraph owned and operated by company, miles.....           | 12.23          | 29.34        |
| Length of steel rails laid during year in repairs, miles....  | 1.32           | 1.32         |
| Railroads crossing road at grade.....                         | 1              | 1            |
| Railroads crossing road over or under grade.....              | .....          | 1            |
| Highway crossings at grade without protection.....            | 31             | 53           |
| Highway crossings at grade protected by gates or flagmen..... | .....          | 1            |
| Highway crossings over or under grade.....                    | 2              | 2            |
| Overhead obstructions less than twenty feet above track..     | 1              | 1            |

Passenger cars are heated by Spear heaters, lighted by oil lamps and ventilated by dome, side and end ventilators.

The United States Express Company runs over this line, and receives for its service a proportion of gross earnings.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage.       | Per cent.  |
|---|----------------|------------|
| Flour.....  | 2,842          | 2.20       |
| Grain.....  | 9,559          | 7.40       |
| Meats and provisions.....   | 1,976          | 1.53       |
| Live stock.....   | 659            | .51        |
| Lumber.....   | 13,049         | 10.07      |
| Pig and bar iron and steel.....   | 775            | .60        |
| Coal and coke.....  | 57,706         | 44.67      |
| Petroleum and other oils.....   | 788            | .61        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State | 2,945          | 2.28       |
| All other manufactures.....   | 11,135         | 8.62       |
| All other merchandise.....  | 10,051         | 7.78       |
| All other agricultural products.....  | 9,004          | 6.97       |
| All other articles not included above.....  | 8,733          | 6.76       |
| <b>Total</b> .....  | <b>129,182</b> | <b>100</b> |

## NUMBER OF ACCIDENTS.

|                             | Injured  | Killed.  | Total.   |
|-----------------------------|----------|----------|----------|
| Employees.....              | 1        | .....    | 1        |
| Others, not passengers..... | .....    | 2        | 2        |
| <b>Total</b> .....          | <b>1</b> | <b>2</b> | <b>3</b> |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 157  
 Aggregate amount of salaries and wages paid them during year .... \$86,676.27

## Officers of the Company.

| Name.                  | Title.                    | Official Address.              |
|------------------------|---------------------------|--------------------------------|
| HENRY W. DE FOREST...  | President.....            | 120 Broadway, N. Y. city.      |
| ISAAC D. DEMAREST..... | Vice-President.....       | Oradell, N. J.                 |
| J. D. HASBROUCK.....   | Secretary and Treasurer.. | Foot Chambers st., N. Y. city. |
| J. I. DRAKE.....       | Superintendent.....       | Hillsdale, N. Y.               |

## Directors of the Company.

| Name.                   | Residence.         |
|-------------------------|--------------------|
| HENRY W. DE FOREST..... | New York city.     |
| PHILIP E. GAY.....      | New York city.     |
| RYSEIBERT.....          | New York city.     |
| J. DE FOREST.....       | New York city.     |
| C. D. DEMAREST.....     | Oradell, N. J.     |
| ERT E. HUGHES.....      | Paterson, N. J.    |
| RY VAN BUSKIRK.....     | New Milford, N. J. |
| HASBROUCK.....          | Westwood, N. J.    |
| AM BELLIS.....          | Oradell, N. J.     |
| WILLIAM HILL.....       | Hackensack, N. J.  |

## REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, The New Jersey and New York Railroad Company.  
 General offices at foot of Chambers street, North river, New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, first Monday in May.  
 For information concerning this report, address J. D. Hasbrouck, Secretary.

## NEW JERSEY AND NEW YORK EXTENSION.

(Date of charter, June 2, 1886.)

Incorporated under general law.  
 Articles of association filed in office of Secretary of State June 2, 1886.  
 Line of road: Garnersville, Rockland county, N. Y., to Haverstraw, same county.  
 Distance, two and thirty-seven one-hundredths miles.  
 Since completion has been operated under traffic agreement by the New Jersey and New York Railroad Company, pursuant to which interest on bonded indebtedness and dividend at rate of seven per cent on stock have been paid by latter.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 600            | \$60,000         |

Number of stockholders..... 20

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST.  |                  | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|------------|------------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.      | When payable.    |                    |                     |                                      |
| First mort. bds..    | June 1, 1887 | •            | p. c.<br>6 | Mch. 1 & Sept. 1 | \$120,000          | \$120,000           | \$106,000                            |

## Cost of Road.

Total cost up to  
June 30, 1891.

|  |              |
|--|--------------|
| Grading and masonry.....                           | \$88,150 00  |
| Ballast.....                                       | 5,874 36     |
| Bridges.....                                       | 10,183 30    |
| Superstructure (including ties).....               | 9,923 17     |
| Rails.....   | 13,761 80    |
| Land damages.....                                  | 77,477 54    |
| Fences.....  | 183 97       |
| Passenger and freight stations.....                | 6,771 21     |
| Engine and car-houses.....                         | 1,100 00     |
| Fuel and water stations.....                       | 1,100 00     |
| Engineering expenses.....                          | 2,100 00     |
| Interest and discount charged to construction..... | 9,100 00     |
| Telegraph line.....                                | 4,100 00     |
| Legal expenses.....                                | 1,100 00     |
| Incidentals.....                                   | 1,100 00     |
| Total cost of road.....                            | \$180,100 00 |

\* Twenty-two years eleven months, payable May 1, 1910.

# NEW JERSEY AND NEW YORK EXTENSION.

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## Income Account For Year Ending June 30, 1891.

Income from all sources, as follows, viz.:

Amount paid by New Jersey and New York Railroad Company, under traffic agreement..... \$11,400 00

Payments from income, as follows, viz.:

Dividends declared, 7 per cent on \$60,000 common stock..... \$4,200 00  
Interest at 6 per cent on \$120,000 first mortgage bonds..... 7,200 00  
11,400 00

## General Balance Sheet June 30, 1891.

| ASSETS.            |                  |
|--------------------|------------------|
| Cost of road.....  | \$180,000        |
| LIABILITIES.       |                  |
| Capital stock..... | \$60,000         |
| Funded debt.....   | 120,000          |
|                    | <u>\$180,000</u> |

## Officers of the Company.

| Name.                    | Title.                    | Official Address.         |
|--------------------------|---------------------------|---------------------------|
| FRANCIS H. WEEKS.....    | President.....            | 120 Broadway, N. Y. city. |
| FREDERICK W. DOWNER..... | Vice-President.....       | 120 Broadway, N. Y. city. |
| HENRY W. DE FOREST.....  | Secretary and Treasurer.. | 120 Broadway, N. Y. city. |

## Directors of the Company.

| Name.                   | Residence.         |
|-------------------------|--------------------|
| FRANCIS H. WEEKS.....   | New York city.     |
| HENRY W. DE FOREST..... | New York city.     |
| J. I. DRAKE.....        | Hilledale, N. J.   |
| HIRAM BELLIS.....       | Oradell, N. J.     |
| F. W. DOWNER.....       | New York city.     |
| JAMES G. DE FOREST..... | New York city.     |
| FRANK L. HALL.....      | New York city.     |
| A. C. WEEKS.....        | Brooklyn, N. Y.    |
| GEORGE HOLMES.....      | Jersey City, N. J. |
| JAMES COGAN.....        | New York city.     |

Title of company, New Jersey and New York Extension Railroad Company.

General offices at 120 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address H. W. De Forest, Secretary.

## NEW YORK, BROOKLYN AND MANHATTAN BEACH.

LESSOR.

LESSEE — LONG ISLAND.

(Date of charter, August 27, 1885.)

For history of organization and terms of lease, see Reports of 1885 and 1886.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  |
|--|----------------|------------------|----------------|------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |
| Authorized by law or charter.....                                      | 3,500          | \$350,000        | 6,500          | \$650,000        |
| Issued for stock N. Y., Man. Beach R'y Co..                            | 3,500          | \$350,000        | 3,000          | \$300,000        |
| Issued for stock New York, Bay Ridge and Jamaica Railroad Company..... | .....          | .....            | 3,000          | 300,000          |
| Issued for stock Long Island City and Manhattan Railway Company.....   | .....          | .....            | 500            | 50,000           |
| Total now outstanding.....   | 3,500          | \$350,000        | 6,500          | \$650,000        |

Grand total of common and preferred stock now outstanding..... \$1,000,000  
Number of stockholders..... 139

## FUNDED DEBT.

| DESIGNATION OF LIEN.   | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|--|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|  |              |              | Rate.     | When payable. |                    |                     |                                      |
| First con. mtg. bds.   | Oct. 1, 1885 | 50           | p.c.<br>5 | April & Oct.  | \$2,000,000        | \$867,000           | { *\$367,000<br>500,000              |
| First mort. bonds.<br>New York and<br>Manhattan Beach<br>Railway Co..... | Jan. 1, 1877 | 20           | 7         | Jan. & July   | 500,000            | 500,000             |                                      |
|  |              |              |           |               |                    |                     | No record.                           |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Land .....  | \$19,152 70  | .....   |
| Land damages .....  | 18 75  | .....   |
| Cost of railway depots and fixtures previous to consolidation, not itemized in report to department ..... | 1,566 28   | .....   |
| Total cost of road .....  | \$20,537 73  | \$1,537,167 00  |
| EQUIPMENT.  |  |   |
| Total cost of equipment .....   | .....  | \$16,430 64   |
| Grand total cost of road and equipment .....  | \$20,537 73  | \$1,553,598 32  |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Rent from Long Island Railroad Company for year ending June 30, 1891, as per lease .....                     | \$95,360 00  |
| From Long Island Railroad Company for rent due in excess of above for fiscal year ending June 30, 1891 ..... | 14,330 00    |
| Gross income from all sources .....  | \$110,360 00 |
| <i>Deductions from income, as follows, viz.:</i>   |              |
| Interest on funded debt due and accrued .....  | \$77,800 00  |
| Taxes on earnings and capital stock .....  | 817 10       |
| General expenses .....   | 96 80        |
|  | 78,713 90    |
| Net income from all sources .....  | \$31,646 10  |
| <i>Payments from net income, as follows, viz.:</i>   |              |
| † Dividends declared 5 per cent on \$650,000 preferred stock .....   | 32,500 00    |
| Deficit for year ending 30, 1891 .....   | \$913 90     |

## General Income Account.

|   |       |
|---|-------|
| Deficit for year ending June 30, 1891 ..... | 90    |
| Deficit up to June 30, 1890 .....           | 7 45  |
| Total deficit June 30, 1891 .....           | 98 35 |

\* Of these sums \$367,000 is cash; the balance is bonds of constituent companies, viz., \$200,000 first mortgage bonds, New York, Bay Ridge and Jamaica Railroad Co. and \$360,000 second mortgage bonds, New York and Manhattan Beach Railway Co.

† Guaranteed by Long Island Railroad Company as per lease.



# NEW YORK, BROOKLYN AND MANHATTAN BEACH.

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## General Balance Sheet June 30, 1891.

| ASSETS.   |                |
|---|----------------|
| Cost of road.....                                     | \$1,537,167 09 |
| Cost of equipment.....                                | 316,430 64     |
| <i>Other permanent investments, as follows, viz.:</i> |                |
| Stock of other companies.....                         | 500,000 00     |
| <i>Current assets as follows, viz.:</i>               |                |
| Open accounts.....                                    | 6,660 16       |
| Profit and loss (deficiency).....                     | 8,779 35       |
|   | <hr/>          |
|   | \$2,369,037 84 |
| LIABILITIES.  |                |
| Capital stock.....                                    | \$1,000,000 00 |
| Funded debt.....                                      | 1,367,000 00   |
| <i>Current liabilities, as follows, viz.:</i>         |                |
| Open accounts.....                                    | 2,037 84       |
|   | <hr/>          |
|   | \$2,369,037 84 |

## Officers of the Company.

| Name.                   | Title.             | Official Address.            |
|-------------------------|--------------------|------------------------------|
| WILLIAM G. WHEELER..... | President.....     | 192 Broadway, New York city. |
| GEO. S. EDGELL.....     | Vice-President.... | 192 Broadway, New York city. |
| FRANK McDONOUGH.....    | Secretary.....     | 192 Broadway, New York city. |
| WM. G. WHEELER.....     | Treasurer.....     | 192 Broadway, New York city. |

## Directors of the Company.

| Name.                   | Residence.             |
|-------------------------|------------------------|
| AUSTIN CORBIN.....      | New York city.         |
| WM. G. WHEELER.....     | New York city.         |
| J. R. MAXWELL.....      | Brooklyn, N. Y.        |
| HENRY GREAVES.....      | Orange, N. J.          |
| HENRY W. MAXWELL.....   | Brooklyn, N. Y.        |
| F. W. DUNTON.....       | Hollis P.O., N. Y.     |
| FRANK W. McDONOUGH..... | Brooklyn, N. Y.        |
| EDWIN H. ATKINS.....    | Brooklyn, N. Y.        |
| WILLIAM J. KELLY.....   | Brooklyn, N. Y.        |
| GEO. S. EDGELL.....     | New York city.         |
| E. R. REYNOLDS.....     | New York city.         |
| EDWARD E. SPRAGUE.....  | Flushing, L. I., N. Y. |
| J. K. O. SHEERWOOD..... | Brooklyn, N. Y.        |

Title of Company, The New York, Brooklyn and Manhattan Beach Railway Company  
 General offices at 192 Broadway, New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, third Tuesday in December.  
 For information concerning this report, address D. S. Voorhees, Auditor.

## NEW YORK AND CANADA.

### LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, March 16, 1872.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....          | 40,000         | \$4,000,000      |                                      |
| Issued for actual cash and now outstanding | 39,910         | 3,991,000        | \$3,758,274 48                       |
| Number of stockholders.....                |                |                  | 25                                   |

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN.             | Date.       | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------------------|-------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                                     |             |              | Rate.     | When<br>payable. |                            |                             |  |
| First mortgage<br>sterling bonds .. | May 1, 1874 | 30           | p.c.<br>6 | May 1, Nov. 1    | \$4,000,000                | \$4,000,000                 | \$3,800,000  |

## Cost of Road.

| ROAD.                                | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road up to<br>June 30, 1891. |
|--------------------------------------|--|---|
| Grading, masonry and ballast.....    | \$11,444 93  | \$4,879,789 39                                |
| Bridges .....                        | 2,212 37   | 409,536 39                                    |
| Superstructure (including ties)..... | 9,759 47   | 2,079,363 37                                  |
| Rails .....                          | 8,820 99   | 21,449 68                                     |
| Land .....                           | 230 00   | 630 00  |
| Land damages .....                   | *184 00  | 449,332 74                                    |
| Fences .....                         |  | 542 10  |
| Passenger and freight stations ..... | 10,629 46  | 127,976 72                                    |
| Engine and car-houses .....          |  | 40,911 72                                     |
| Fuel and water stations .....        |  | 2,166 00                                      |
| Engineering expenses .....           | 27 50  | 302,545 78                                    |
| Purchase of constructed road .....   |  | 77,006 23                                     |
| Telegraph line .....                 |  | 9,264 67                                      |
| Total cost of road .....             | \$41,980 72  | \$8,401,106 33                                |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |             |             |
|--|-------------|-------------|
| Grading for side track .....                                 | \$5,699 11  |             |
| Filling trestles .....                                       | 239 17      |             |
| Bridge masonry .....   | 7,818 08    |             |
|  | \$13,756 31 |             |
| Deduct for error in report of 1890 .....                     | 2,311 38    |             |
|  |             | \$11,444 93 |
| Replacing timber bridges with iron .....                     |             | 2,212 37    |
| Superstructure for side tracks .....                         | \$9,254 41  |             |
| Superstructure for bridges .....                             | 635 26      |             |
|  | \$9,889 67  |             |
| Deduct for error in report of 1890 .....                     | 130 20      |             |
|  |             | 9,759 47    |
| Rails for side tracks .....                                  |             | 8,320 99    |
| New passenger and freight station at Bluff Point, N. Y. .... | \$9,909 54  |             |
| Trackmaster's office, Port Henry, N. Y. ....                 | 556 02      |             |
| Side seating for new passenger depot at Westport .....       | 163 90      |             |
|  |             | 10,629 46   |
| Engineering expenses .....                                   |             | 27 50       |
| Land .....   |             | 1230 00     |
| Land damages .....   |             | 7184 99     |
| Total .....  |             | \$41,980 72 |

## Income Account for Year Ending June 30, 1891.

|   |       |
|---|-------|
| <i>Income from all sources, as follows, viz.:</i> |       |
| Rent of road .....                                | \$23. |
| <i>Deductions from income, as follows, viz.:</i>  |       |
| Interest on funded debt due and accrued .....     | 236.  |

\*Deductions.

† Deductions for error in report of 1890.

# NEW YORK AND CANADA.

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## General Balance Sheet June 30, 1891.

### ASSETS.

|                   |                |
|-------------------|----------------|
| Cost of road..... | \$8,401,106 33 |
|-------------------|----------------|

### LIABILITIES.

|                    |                |
|--------------------|----------------|
| Capital stock..... | \$4,000,000 00 |
| Funded debt.....   | 4,000,000 00   |

*Current liabilities, as follows, viz.:*

|                    |            |
|--------------------|------------|
| Open accounts..... | 401,106 33 |
|--------------------|------------|

\$8,401,106 33

### Officers of the Company.

| Name.                  | Title.         | Official Address. |
|------------------------|----------------|-------------------|
| HOBACE G. YOUNG.....   | President..... | Albany, N. Y.     |
| JAMES C. HART.....     | Treasurer..... | New York city.    |
| CHARLES A. WALKER..... | Secretary..... | New York city.    |

### Directors of the Company.

| Name.                   | Residence.         |
|-------------------------|--------------------|
| ISAAC V. BAKER.....     | Comstock's, N. Y.  |
| LE GRAND P. CANNON..... | New York city.     |
| JAMES R. TAYLOR.....    | Brooklyn, N. Y.    |
| JAMES ROOSEVELT.....    | Hyde Park, N. Y.   |
| HOBACE G. YOUNG.....    | Albany, N. Y.      |
| JAMES C. HART.....      | New York city.     |
| CHARLES A. WALKER.....  | New York city.     |
| REUBEN A. HENRY.....    | Jersey City, N. J. |
| ROBERT OLYPHANT.....    | New York city.     |
| WM. H. COOKE.....       | Whitehall, N. Y.   |
| ROBERT M. OLYPHANT..... | New York city.     |
| SMITH M. WEED.....      | Plattsburgh, N. Y. |
| F. MURRAY OLYPHANT..... | New York city.     |

Title of company, New York and Canada Railroad Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Tuesday in June.

For information concerning this report, address Charles A. Walker, Secretary.

## NEW YORK AND CANADA.

### LESSEE.

### Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Gross earnings from operation.....                 | \$1,026,761 69 |
| Less operating expenses (excluding all taxes)..... | 786,349 46     |

|                                    |              |
|------------------------------------|--------------|
| Gross income from all sources..... | \$241,412 23 |
|------------------------------------|--------------|

*Deductions from income, as follows, viz.:*

|  |                   |
|--|-------------------|
| Rentals.....                                     | \$273,195 08      |
| Taxes on property used in operation of road..... | 28,037 42         |
| Taxes on earnings and capital stock.....         | 3,217 74          |
| Taxes other than above.....                      | 788 98            |
|  | <u>305,239 22</u> |

|  |             |
|--|-------------|
| Deficit for year ending June 30, 1891..... | \$63,826 99 |
|--|-------------|

### General Income Account.

|  |                    |
|--|--------------------|
| Deficit for year ending June 30, 1891..... | \$63,826 99        |
| Surplus up to June 30, 1890.....           | 89,012 20          |
| Surplus June 30, 1891.....                 | <u>\$25,185 21</u> |

### DETAILED STATEMENT OF RENTALS.

|  |                     |
|--|---------------------|
| Interest on bonds.....   | \$236,521 80        |
| Interest on the Delaware and Hudson Canal Company's equipment..... | 36,673 28           |
| Total amount of rentals deducted from income.....                  | <u>\$273,195 08</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.   | Freight.     | Total.         |
|----------------------------------|--------------|--------------|----------------|
| Freight, through .....           | \$115,728 71 |              |                |
| Freight, local .....             | 566,505 71   |              |                |
|                                  |              | \$682,234 42 | \$682,234 42   |
| Passengers, through .....        | \$90,734 49  |              |                |
| Passengers, local .....          | 207,385 58   |              |                |
|                                  | \$298,120 97 |              | 298,120 97     |
| Mail .....                       | 24,696 52    |              | 24,696 52      |
| Express .....                    | 18,937 24    |              | 18,937 24      |
| Extra baggage .....              | 1,367 76     |              | 1,367 76       |
| Miscellaneous, as follows, viz.: |              |              |                |
| Rents .....                      | \$712 88     |              |                |
| Telegraph .....                  | 692 80       |              |                |
|                                  | 435 96       | 969 72       | 1,405 68       |
| Total gross earnings .....       | \$343,557 55 | \$683,204 14 | \$1,026,761 69 |

## OPERATING EXPENSES.

|   |              |              |              |
|---|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                       |              |              |              |
| Repairs of track .....  | \$49,622 96  | \$108,094 19 | \$157,717 15 |
| Repairs of roadbed .....  | 5,927 45     | 12,592 18    | 18,519 63    |
| Repairs of bridges (including culverts and cattle-guards) ..... | 5,260 95     | 10,560 96    | 15,821 91    |
| Repairs of stations, shops, docks, etc. ....                    | 2,364 52     | 3,627 57     | 5,992 09     |
| Repairs of fences .....   | 2,898 01     | 5,370 41     | 7,768 42     |
| Other expenses for maintenance of way and structures .....      | 13,304 90    | 28,732 91    | 42,037 81    |
| Total .....   | \$78,878 19  | \$168,978 22 | \$247,856 41 |
| <i>Maintenance of equipment:</i>                                |              |              |              |
| Repairs of locomotives .....                                    | \$6,603 39   | \$13,485 75  | \$20,089 14  |
| Repairs of cars .....   | 11,835 74    | 43,884 29    | 55,760 03    |
| Repairs of machinery and tools .....                            | 857 05       | 1,855 67     | 2,712 72     |
| Other expenses for maintenance of equipment .....               | 3,806 65     | 8,298 96     | 12,105 61    |
| Total .....   | \$23,102 83  | \$67,504 67  | \$90,607 50  |
| <i>Conducting transportation:</i>                               |              |              |              |
| Wages of conductors and men .....                               | \$17,079 96  | \$48,902 06  | \$65,982 02  |
| Wages of engineers and firemen .....                            | 19,189 59    | 41,409 40    | 60,598 99    |
| Fuel for locomotives .....                                      | 44,857 57    | 97,083 34    | 141,940 91   |
| Oil and waste .....   | 3,527 36     | 8,152 43     | 11,679 79    |
| Water supply .....  | 1,070 90     | 2,348 56     | 3,419 46     |
| Other train supplies or expenses .....                          | 3,110 76     | 6,142 12     | 9,252 88     |
| Wages of station agents and clerks .....                        | 5,908 23     | 14,997 00    | 20,905 23    |
| Wages for labor at stations .....                               | 2,039 14     | 12,835 58    | 14,874 72    |
| Station supplies .....  | 3,707 31     | 1,533 99     | 5,241 30     |
| Wages of watchmen, flagmen and switchmen .....                  | 1,303 91     | 2,711 03     | 4,014 94     |
| Other expenses for conducting transportation .....              | 7,865 56     | 10,290 74    | 18,156 30    |
| Total .....   | \$109,659 29 | \$246,406 26 | \$356,065 54 |
| <i>General expenses:</i>  |              |              |              |
| Salaries of general officers and clerks .....                   | \$4,575 83   | \$9,886 97   | \$14,462 80  |
| General office expenses and supplies .....                      | 972 31       | 1,754 02     | 2,726 33     |
| Stationery and printing .....                                   | 1,241 18     | 2,426 36     | 3,667 54     |
| Outside agencies and advertising .....                          | 5,975 60     | 14 29        | 5,990 89     |
| Legal expenses .....  | 259 34       | 496 78       | 756 12       |
| Loss and damage of freight and baggage .....                    | 77 15        | 4,611 25     | 4,688 40     |
| Damage to cattle and property .....                             | 201 98       | 1,627 44     | 1,829 42     |
| Injuries to persons .....                                       | 1,546 10     | 166 98       | 1,713 08     |
| Telegraph maintenance and operation .....                       | 3,576 22     | 8,426 93     | 12,003 15    |
| Mileage of cars of other companies (debit balance) .....        | 12,473 34    | 28,754 94    | 41,228 28    |
| Other general expenses .....                                    | 612 01       | 1,242 56     | 1,854 57     |
| Total .....   | \$31,510 89  | \$59,306 52  | \$90,817 41  |
| Grand total operating expenses .....                            | \$243,151 80 | \$342,197 66 | \$585,349 46 |

# NEW YORK AND CANADA.

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## Traffic and Mileage Statistics.

| ITEM.   | Through.   | Local.     | Total.     |
|---|------------|------------|------------|
| Number of passengers carried.....               | 38,899     | 294,384    | 332,783    |
| Number of passengers carried one mile.....      | 3,277,385  | 9,154,304  | 12,431,689 |
| Number of tons of freight carried.....          | 278,029    | 838,772    | 1,111,801  |
| Number of tons of freight carried one mile..... | 20,118,695 | 59,837,607 | 79,456,302 |
| Passenger train mileage.....                    | .....      | .....      | 261,131    |
| Freight train mileage.....                      | .....      | .....      | 474,467    |
| All other train mileage.....                    | .....      | .....      | 7,786      |
| Total train mileage.....                        | .....      | .....      | 743,384    |

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$343,557 55 | \$243,151 80 | \$100,406 75 |
| Average per passenger carried.....   | 1 03         | 73           | 30           |
| Average per passenger per mile.....  | 0276         | 0195         | 0081         |
| Average per passenger train per mile.....  | 1 31         | 98           | 38           |
| Freight earnings and expenses (including miscellaneous earnings).....                | 683,204 14   | 542,197 66   | 141,006 48   |
| Average per ton of freight carried.....  | 61           | 48           | 13           |
| Average per ton of freight per mile.....   | 00859        | 00682        | 00177        |
| Average per freight train per mile.....  | 1 44         | 1 14         | 30           |

| ITEM.   | Through.     | Local.       | Through and local. |
|---|--------------|--------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |              |              |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents. 2.768 | Cents. 2.265 | Cents. 2.396       |
| Average rate received per mile per ton for carrying freight, all classes..... | .575         | .955         | .859               |

## Description of Road and Equipment.

| TRACK.   | Miles leased, all in N. Y. State. |
|--|-----------------------------------|
| Main line from Lake station, Whitehall, to Rouse's Point, single track.... | 112.98                            |
| Branches or other roads, single track.....                                 | 37.01                             |
| Total single track.....  | 149.94                            |
| Sidings and turnouts on main line.....                                     | 29.39                             |
| Sidings and turnouts on branches or other roads.....                       | 3.51                              |
| Total sidings and turnouts.....  | 32.90                             |
| Total of tracks, sidings and turnouts.....                                 | 182.84                            |
| with steel rail, main line.....  | 112.98                            |
| with steel rail, branches or other roads.....                              | 5.00                              |
| with iron rail, main line.....   | 29.39                             |
| with iron rail, branches or other roads.....                               | 35.52                             |

average life of rails—steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 feet, 8½ inches; ballasted with broken stone and

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.        | From              | To              | Entire length in New York State | Owned or leased. | Miles laid with steel rail. | Miles laid with iron rail. |
|--------------------------------|-------------------|-----------------|---------------------------------|------------------|-----------------------------|----------------------------|
| Lake George Railroad.....      | Fort Ticonderoga. | Baldwin.....    | 4.42                            | Leased.          | 4.42                        | .....                      |
| Whitehall and Plattsburgh..... | Plattsburgh.....  | Ausable.....    | 19.81                           | Leased.          | 0.86                        | 19.95                      |
| Plattsburgh and Montreal.....  | Chazy Junction... | Province line.. | 12.78                           | Leased.          | .....                       | 12.78                      |

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges.....    | 42                             | Feet.<br>3,586    |
| Wooden bridges.....  | 5                              | 216               |
| Wooden trestles..... | 12                             | 8,729             |
| Total.....           | 59                             | 12,529            |

For information relative to equipment, see report of Rensselaer and Saratoga, lessee. Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler. About four-fifths of the line is supplied with the automatic safety switch; the remainder has the ordinary stub switch.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles of wire.....              | 257.59                      |
| Total assessed value of real estate and personal property of company.... | \$1,430,343                 |
| Length of steel rails laid during year in repairs, miles.....            | 9.59                        |
| Length of iron rails laid during year in repairs, miles.....             | 4.94                        |
| Railroads crossing road at grade.....                                    | 4                           |
| Railroads crossing road over or under grade.....                         | 1                           |
| Highway crossings at grade without protection.....                       | 109                         |
| Highway crossings at grade protected by gates or flagmen.....            | 1                           |
| Highway crossings over or under grade.....                               | 6                           |
| Overhead obstructions less than twenty feet above track.....             | 11                          |

Cars are heated by the Consolidated Car-heating Company's system, lighted with mineral seal oil, 800° test, and ventilated by Oresmer and Globe ventilators and transoms in elevated roof.

The National Express Company runs over this road, paying for local freight one and one-half first-class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., two-thirds first class; between competing points, first class; also 10 per cent of its profits.

Wagner Palace Car Company receives three cents per mile run for sleeping cars and one cent per mile for drawing-room cars. The railroad company lubricates and cleans outside of cars, but makes no additional charge.

The Wagner Palace Car Company received \$6,437.24 during the year, and Pullman's Palace Car Company, \$6.30; total, \$6,443.54.

Mails are carried on the terms fixed by the United States government.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                           | Tonnage. | Pe. |
|---------------------------------|----------|-----|
| Flour.....                      | 7,389    | 5   |
| Grain.....                      | 13,682   | 5   |
| Meats and provisions.....       | 4,639    | 1   |
| Live stock.....                 | 4,438    | 1   |
| Lumber.....                     | 162,757  | 1   |
| Pig and bar iron and steel..... | 53,506   | 1   |

## Miscellaneous Statistics — (Continued).

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Iron or other ores.....  | 830,999   | 29.77     |
| Coal and coke.....   | 313,492   | 28.19     |
| Petroleum and other oils.....  | 3,331     | .30       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 35,596    | 3.20      |
| All other manufactures.....  | 37,536    | 3.37      |
| All other merchandise.....   | 21,723    | 1.95      |
| All other agricultural products.....   | 26,836    | 2.28      |
| All other articles not included above.....   | 97,399    | 8.76      |
| Total.....   | 1,111,801 | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 2        | .....   | 2      |
| Employees.....  | 13       | 9       | 22     |
| Total.....      | 15       | 9       | 24     |

## EMPLOYEES.

Average number of persons employed (including officials) during year..... 687  
 Aggregate amount of salaries and wages paid them during year..... \$346,687 55

For officers and directors of lessee company, see lessee's report of the Albany and Susquehanna Railroad.

Title of company, Delaware and Hudson Canal Company, Lessee.

General offices at New York.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address R. A. Henry, Auditor.

## NEW YORK CENTRAL AND HUDSON RIVER.

(Date of consolidation, November 1, 1869.)

For history of organization, see Reports of 1885 and 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding..... | 894,283        | \$89,428,300     |
| Number of stockholders.....                           |                | 9,596            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.         | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|------------------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|
|                              |               |              | Rate.     | When payable. |                    |                     |
| N. Y. C. and H. R. R. R.:    |               |              | p. c.     |               |                    |                     |
| First mortgage .....         | Jan. 1, 1873  | 30           | 7         | Jan. & July   | \$30,000,000       | \$30,000,000 00     |
| First mortgage sterling..... | Jan. 1, 1873  | 30           | 6         | Jan. & July   | \$3,000,000        | 9,733,333 33        |
| Debenture certificates ..... | Sept. 1, 1884 | 20           | 5         | Mar. & Sept.  | \$10,000,000       | 10,000,000 00       |
| Debenture certificates ..... | Sept. 1, 1889 | 15           | 5         | Mar. & Sept.  | 1,000,000          | 1,000,000 00        |
| Debenture certificates ..... | June 1, 1890  | 15           | 4         | June & Dec.   | 15,000,000         | 8,194,000 00        |
| N. Y. Central R. R.:         |               |              |           |               |                    |                     |
| Extended debt certificates.. | May 1, 1853   | *40          | 5         | May & Nov.    | 6,450,000          | 6,450,000 00        |
| Total.....                   |               |              |           |               |                    | \$65,377,333 33     |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....  | \$303,181 34   | \$21,457,741 47                                       |
| Bridges .....   | 19,474 31  | 2,933,141 30  |
| Superstructure (including ties and rail) .....  | 115,030 96   | 31,263,929 64   |
| Land, land damages and fences .....   | 245,891 84   | 16,422,167 07   |
| Passenger and freight stations, engine and car-houses, shops, machinery and tools ..... | 37,732 96  | 15,107,966 07   |
| Rochester and Lake Ontario Railroad .....   |  | 150,000 00  |
| Engineering expenses .....  | 2,136 17   | 3,090,844 30  |
| Buffalo and Niagara Falls Railroad .....  |  | 658,921 34  |
| Lewiston Railroad .....   |  | 400,000 00  |
| Saratoga and Hudson River Railroad .....  |  | 2,090,000 00  |
| Syracuse Junction Railroad .....  |  | 732,297 57  |
| Junction Railroad (Buffalo) .....   |  | 219,900 00  |
| Niagara Bridge and Canandaigua Railroad .....   |  | 1,000,000 00  |
| Geneva and Lyons Railroad .....   |  | 331,539 38  |
| Consolidation certificates, representing cost of road to this company .....             |  | 31,157,904 00   |
| Total cost of road .....  | \$723,397 58   | \$126,856,266 17                                      |
| EQUIPMENT.  |  |   |
| Locomotives .....   |  | \$6,402,133 75  |
| Passenger, mail, baggage and express cars .....   |  | 1,896,945 77  |
| Freight and other cars .....  |  | 15,337,084 46   |
| Barges, floats and tugs .....   |  | 519,735 00  |
| Total cost of equipment .....   |  | \$34,145,899 02                                       |
| Grand total cost of road and equipment .....  | \$723,397 58   | \$151,002,265 19                                      |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |    |
|---|-------------|----|
| <i>Grading and masonry:</i>                   |             |    |
| Mott Haven and Karner's yards.....            | \$26,278 83 |    |
| Third track, Spuyten Duyvil to Sing Sing..... | 276,852 51  |    |
|   |             | 5  |
| <i>Superstructure:</i>                        |             |    |
| Mott Haven and Karner's yards.....            | \$31,026 58 |    |
| Third track, Spuyten Duyvil to Sing Sing..... | 84,004 38   |    |
|   |             | 11 |
| <i>Bridges:</i>                               |             |    |
| Third track, Spuyten Duyvil to Sing Sing..... |             | 21 |

\* Extended for ten years from 1883.



# NEW YORK CENTRAL AND HUDSON RIVER.

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## Passenger and freight stations, etc.:

|                                     |             |             |
|-------------------------------------|-------------|-------------|
| Mott Haven and Karner's yards.....  | \$31,939 01 |             |
| Passenger station, Canandaigua..... | 5,793 95    |             |
|                                     |             | \$37,732 96 |

## Land account:

|  |              |  |
|--|--------------|--|
| Land in New York city.....                             | \$230,826 25 |  |
| Land for third track, Spuyten Duyvil to Sing Sing..... | 1,700 00     |  |
| Land at sundry places.....                             | 31,947 00    |  |

|                                  |              |            |
|----------------------------------|--------------|------------|
|                                  | \$264,173 25 |            |
| Less land sold at Rochester..... | 21,200 00    |            |
|                                  |              | 242,973 25 |

|                                    |  |          |
|------------------------------------|--|----------|
| Other charges to land account..... |  | 2,918 59 |
|------------------------------------|--|----------|

## Engineering:

|   |  |          |
|---|--|----------|
| Third track, Spuyten Duyvil to Sing Sing..... |  | 2,186 17 |
|---|--|----------|

|            |  |              |
|------------|--|--------------|
| Total..... |  | \$723,397 58 |
|------------|--|--------------|

## Income Account for Year Ending June 30, 1891.

|  |                 |  |
|--|-----------------|--|
| Gross earnings from operation.....                 | \$35,356,485 73 |  |
| Less operating expenses (excluding all taxes)..... | 25,684,750 89   |  |

|                                  |  |                 |
|----------------------------------|--|-----------------|
| Net earnings from operation..... |  | \$11,671,734 84 |
|----------------------------------|--|-----------------|

## Income from other sources, as follows, viz.:

|                    |                |              |
|--------------------|----------------|--------------|
| Rents.....         | \$1,680,996 49 |              |
| Telegraph.....     | 11,244 40      |              |
| Interest.....      | 559,578 94     |              |
| Miscellaneous..... | 293,811 70     |              |
|                    |                | 2,545,629 53 |

|                                    |  |                 |
|------------------------------------|--|-----------------|
| Gross income from all sources..... |  | \$14,217,364 37 |
|------------------------------------|--|-----------------|

## Deductions from income, as follows, viz.:

|  |                |               |
|--|----------------|---------------|
| Interest on funded debt due and accrued.....         | \$3,796,448 20 |               |
| Rentals.....   | 4,452,100 24   |               |
| Taxes on property used in operation of road.....     | 1,686,101 52   |               |
| Taxes on earnings and capital stock.....             | 274,895 95     |               |
| General interest paid.....                           | 58,519 91      |               |
| Reserve for redemption of 4 per cent debentures..... | 300,000 00     |               |
|  |                | 10,568,065 82 |

|                                  |  |                |
|----------------------------------|--|----------------|
| Net income from all sources..... |  | \$3,649,298 55 |
|----------------------------------|--|----------------|

## Payments from net income, as follows, viz.:

|  |  |              |
|--|--|--------------|
| *Dividends declared, 4 per cent on \$89,428,300, common stock..... |  | 3,577,182 00 |
|--|--|--------------|

|  |  |             |
|--|--|-------------|
| Surplus for year ending June 30, 1891..... |  | \$72,166 55 |
|--|--|-------------|

## General Income Account.

|   |  |               |
|---|--|---------------|
| Surplus for year ending June 30, 1891.....                      |  | \$72,166 55   |
| Surplus up to June 30, 1890.....                                |  | 13,684,482 30 |
| Add rebate on New York State on earnings '81, '82, and '83..... |  | 88,740 78     |

## Deduct.

|  |              |            |
|--|--------------|------------|
| Special dividend, one-half of one per cent.....                | \$447,141 50 |            |
| Difference in value of Fitchburg Railroad Stock Exchange... .. | 58,300 00    |            |
| Assignee, Duncan, Sherman & Co., old account.....              | 13,921 89    |            |
|  |              | 519,363 39 |

|                                  |  |                 |
|----------------------------------|--|-----------------|
| Total surplus June 30, 1891..... |  | \$13,226,026 19 |
|----------------------------------|--|-----------------|

## DETAILED STATEMENT OF RENTALS.

### Rent of Leased Lines.

#### New York and Harlem Railroad:

|  |              |                |
|--|--------------|----------------|
| Twelve months' interest at 7 per cent on \$12,000,000 consolidated mortgage bonds..... | \$840,000 00 |                |
| Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds.....               | 300 00       |                |
| Dividend of 8 per cent on 200,000 shares of stock (\$50 per share)                     | 800,000 00   |                |
| State tax on capital stock.....  | 20,000 00    |                |
|  |              | \$1,660,300 00 |

#### Spuyten Duyvil and Port Morris Railroad:

|  |             |           |
|--|-------------|-----------|
| Dividend of 8 per cent on 9,890 shares of stock..... | \$79,120 00 |           |
| State tax on capital stock.....                      | 1,978 00    |           |
|  |             | 81,098 00 |

additional dividend of one-half of one per cent was charged direct to income not having been declared payable from the surplus earnings of the previous fiscal

*Troy and Greenbush Railroad:*

Twelve months' interest at 7 per cent on \$275,000 capital stock. \$19,250 00  
 State tax on capital stock ..... 480 20

\$19,730 20

*Dunkirk, Allegheny Valley and Pittsburgh Railroad:*

Twelve months' interest at 7 per cent on \$1,600,000 Dunkirk, Warren and Pittsburgh Railway bonds. \$112,000 00  
 Twelve months' interest, at 7 per cent, on \$1,300,000 Warren and Venango Railroad bonds ..... 91,000 00  
 One and a half per cent on 13,000 shares of stock. .... 19,500 00  
 Organization expenses ..... 500 00

223,000 00

*West Shore Railroad:*

Twelve months' interest, at 4 per cent, on \$50,000,000 bonds.... \$2,000,000 00  
 State tax on capital stock ..... 14 35

2,000,014 35

*New Jersey Junction Railroad:*

Twelve months' interest at 4 per cent on \$1,700,000 bonds ..... 68,000 00

*Rome, Watertown and Ogdensburg:*

Cash rental, three months, at \$15,000 per year. .... \$3,750 00  
 Three months, seventeen days' interest at 7 per cent, on \$500,000, Syracuse and Northern bonds. .... 10,849 46  
 Three months, seventeen days' interest, at 7 per cent, on \$1,021,500, R. W. and O. first mortgage bonds. .... 21,143 96  
 Three months, seventeen days' interest, at 7 per cent on \$1,000,000, R. W. and O. second mortgage bonds. .... 20,698 93  
 Three months, seventeen days' interest, at 6 per cent, on \$100,000, Oswego R. R. bridge bonds. .... 1,774 19  
 Three months, seventeen days' interest, at 6 per cent, on \$175,000, Syracuse, Phoenix and Oswego bonds. .... 3,104 84  
 Three months, seventeen days' interest, at 6 per cent, on \$417,800, Watertown and Rome bonds ..... 7,412 58  
 Three months, seventeen days' interest, at 5 per cent, on \$7,065,000, R. W. and O. cons. mortgage bonds. .... 104,307 79  
 Three months, seventeen days' interest, at 5 per cent, on \$130,000, Norwood and Montreal bonds. .... 1,922 04  
 Three months, seventeen days' interest, at 5 per cent, on \$375,000, R. W. and O. Terminal bonds. .... 5,544 36  
 Rental of Niagara Falls Branch Railroad, three months, seventeen days' dividends, at 7 per cent on \$250,000 capital stock.. 5,174 73  
 Rental of Oswego and Rome Railroad, three months, seventeen days' interest, at 7 per cent, on \$350,000 first mortgage bonds. .... \$7,244 62  
 Three months, seventeen days' interest, at 5 per cent, on \$400,000 second mortgage bonds. .... 5,913 99  
 Rental of Utica and Black River Railroad, three months, seven days, cash rental at \$1,500 per year, \$1,330 65  
 Three months, seventeen days' interest, at 4 per cent, on \$1,250,000, first mortgage bonds. .... 14,784 94  
 Three months, seventeen days' interest, at 7 per cent on \$500,000, Black River and Morristown b'ds. 10,349 46  
 Three months, 17 days' interest, at 7 per cent, on \$200,000, Clayton and Theresa bonds ..... 4,139 78  
 Three months, seventeen days' dividend, at 7 per cent, on \$2,223,000 capital stock ..... 46,013 70  
 Rental of Carthage, Watertown and Sackett's Harbor Railroad, 37½ per cent of gross earnings, March 14 to June 30, 1891. .... 76,618 53  
 Dividend, three months seventeen days, at 5 per cent, on \$7,638,100 capital stock ..... 11,065 28  
 General interest, three months, seventeen days' interest on bonds and mortgages on real estate. .... 113,372 44  
 569 97

300,957 00

Total rent of leased lines. .... \$4,452,100 24

**Analysis of Gross Earnings and Operating Expenses.**

## EARNINGS.

|                           |                 | Passenger.      | Freight.        | To          |
|---------------------------|-----------------|-----------------|-----------------|-------------|
| Freight, through. ....    | \$15,255,859 07 |                 |                 |             |
| Freight, local. ....      | 6,200,613 74    |                 | \$21,456,472 81 | \$21,456 81 |
| Passengers, through. .... | \$2,935,429 15  |                 |                 |             |
| Passengers, local. ....   | 8,445,615 52    | \$11,381,074 67 |                 | 11,381 67   |
| Mail. ....                |                 | 1,228,404 37    |                 | 1,228 37    |
| Express. ....             |                 | 995,499 15      |                 | 995 15      |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|   | Passenger.      | Freight.        | Total.          |
|---|-----------------|-----------------|-----------------|
| <i>Miscellaneous, as follows, viz.:</i> |                 |                 |                 |
| Excess baggage and storage.....         | \$99,293 23     |                 |                 |
| Weehawken ferries.....                  | 145,388 28      |                 |                 |
| Parcel receipts.....                    | 18,212 82       |                 |                 |
| Milk ticket sales.....                  | 13,049 87       |                 |                 |
| Westcott's express.....                 | 9,000 00        |                 |                 |
| Hudson river bridges.....               | 15,090 58       |                 |                 |
|   | \$300,084 73    |                 | \$300,084 73    |
| Total gross earnings.....               | \$13,900,012 92 | \$21,456,472 81 | \$35,356,485 73 |

## OPERATING EXPENSES.

|  |                |                |                |
|--|----------------|----------------|----------------|
| <i>Maintenance of way and structures:</i>                      |                |                |                |
| Repairs of track.....  | \$1,298,372 58 | \$1,351,367 38 | \$2,649,739 96 |
| Steel rails laid, 25,372 tons; cost \$763,402.42               |                |                |                |
| Repairs of roadbed.....  | 145,901 27     | 151,856 42     | 297,757 69     |
| Repairs of bridges (including culverts and cattle-guards)..... | 207,262 09     | 215,721 76     | 422,983 85     |
| Repairs of stations, shops, docks, etc.....                    | 242,755 54     | 317,336 71     | 560,092 25     |
| Repairs of fences.....   | 45,122 99      | 46,964 74      | 92,087 73      |
| Other expenses for maintenance of way and structures.....      | 88,613 49      | 92,230 36      | 180,843 85     |
| Total.....   | \$2,028,027 96 | \$2,175,477 37 | \$4,203,505 33 |

|  |                |                |                |
|--|----------------|----------------|----------------|
| <i>Maintenance of equipment:</i>                 |                |                |                |
| Repairs of locomotives.....                      | \$407,619 39   | \$661,766 69   | \$1,069,386 08 |
| Repairs of cars.....                             | 494,989 89     | 1,087,848 06   | 1,582,837 95   |
| Repairs of machinery and tools.....              | 74,480 84      | 77,520 88      | 152,001 72     |
| Other expenses for maintenance of equipment..... | 215,870 49     | 224,661 53     | 440,532 02     |
| Total.....                                       | \$1,192,960 61 | \$2,021,817 16 | \$3,214,777 77 |

|   |                |                |                 |
|---|----------------|----------------|-----------------|
| <i>Conducting transportation:</i>                 |                |                |                 |
| Wages of conductors and men.....                  | \$572,461 09   | \$1,081,505 12 | \$1,653,966 21  |
| Wages of engineers and firemen.....               | 771,887 01     | 1,642,786 04   | 2,414,673 05    |
| Fuel for locomotives.....                         | 883,037 86     | 1,583,971 55   | 2,467,008 91    |
| Oil and waste.....                                | 120,554 79     | 125,475 40     | 246,030 19      |
| Water supply.....                                 | 75,797 78      | 78,891 66      | 154,689 34      |
| Other train supplies or expenses.....             | 50,927 95      | 128,748 60     | 179,676 55      |
| Wages of station agents and clerks.....           | 215,788 25     | 627,333 15     | 843,121 40      |
| Wages for labor at stations.....                  | 329,994 38     | 1,782,566 60   | 2,112,560 98    |
| Station supplies.....                             | 43,061 73      | 64,040 00      | 107,101 73      |
| Wages of watchmen, flagmen and switchmen.....     | 338,421 71     | 662,935 23     | 1,001,356 94    |
| Other expenses for conducting transportation..... | 376,299 41     | 1,755,012 68   | 2,131,312 09    |
| Total.....  | \$3,778,231 46 | \$9,483,262 93 | \$13,261,494 39 |

|   |                |                 |                 |
|---|----------------|-----------------|-----------------|
| <i>General expenses:</i>                                |                |                 |                 |
| Salaries of general officers and clerks.....            | \$325,652 29   | \$408,637 33    | \$734,289 62    |
| General office expenses and supplies.....               | 14,967 32      | 15,878 24       | 30,845 56       |
| Stationery and printing.....                            | 76,446 00      | 106,347 14      | 182,793 14      |
| Outside agencies and advertising.....                   | 306,096 23     | 586,069 30      | 892,165 53      |
| Local expenses.....                                     | 52,759 73      | 54,913 19       | 107,672 92      |
| Loss and damage of freight and baggage.....             | 6,562 73       | 143,686 87      | 150,249 60      |
| Damage to cattle and property.....                      | 8,093 24       | 14,489 41       | 22,582 65       |
| Indemnities to persons.....                             | 84,307 34      | 86,045 68       | 170,353 02      |
| Telephone maintenance and operation.....                | 106,732 79     | 159,387 06      | 266,119 85      |
| Mileage of cars of other companies (debit balance)..... | *13,142 46     | 294,604 78      | 281,462 32      |
| Other general expenses.....                             | 81,800 69      | 85,139 50       | 166,940 19      |
| Total.....  | \$1,060,275 90 | \$1,964,697 50  | \$3,004,973 40  |
| Grand total operating expenses.....                     | \$8,049,496 93 | \$15,636,264 96 | \$23,685,761 89 |

\* Credit balance.

## General Balance Sheet June 30, 1891.

| ASSETS.  |                |                         |
|--|----------------|-------------------------|
| Cost of road.....  |                | \$126,856,308 17        |
| Cost of equipment.....                                   |                | 24,145,889 62           |
| <i>Other permanent investments, as follows, viz.:</i>    |                |                         |
| Stock of other companies.....                            | \$6,410,182 15 |                         |
| Bonds of other companies.....                            | 3,624,453 28   |                         |
| Special equipment.....                                   | 5,706,464 31   |                         |
| Advances on account other lines, etc.                    | 4,169,701 40   |                         |
| N. Y. and Harlem R. R. construction.....                 | 1,049,982 83   |                         |
| R., W. and O. R. R. construction.....                    | 140,229 66     |                         |
|  |                | 21,101,013 68           |
| <i>Current assets, as follows, viz.:</i>                 |                |                         |
| Cash on hand.....  | \$2,609,022 19 |                         |
| Cash in transit.....                                     | 287,255 50     |                         |
| Due by agents.....                                       | 1,703,606 83   |                         |
| Open accounts.....                                       | 3,577,185 51   |                         |
| Materials and supplies.....                              | 3,072,813 04   |                         |
|  |                | 11,249,883 07           |
|  |                | <u>\$183,353,178 69</u> |
| LIABILITIES.   |                |                         |
| Capital stock.....                                       |                | \$69,426,308 00         |
| Funded debt.....   |                | 65,377,333 33           |
| <i>Current liabilities, as follows, viz.:</i>            |                |                         |
| Interest on funded debt and rentals due and accrued..... | \$3,809,039 55 |                         |
| Dividends unclaimed.....                                 | 30,074 74      |                         |
| Audited vouchers and pay-rolls.....                      | 3,822,892 94   |                         |
| Open accounts.....                                       | 2,939,002 87   |                         |
| Bonds and mortgages on real estate.....                  | 357,000 00     |                         |
| Securities acquired from leased lines.....               | 3,369,700 00   |                         |
| Past due bonds.....                                      | 4,790 00       |                         |
| Unclaimed interest.....                                  | 14,324 10      |                         |
| Dividends payable July 15, 1891.....                     | 894,288 00     |                         |
| West Shore railroad construction.....                    | 9,471 77       |                         |
|  |                | 15,321,513 97           |
| Profit and loss (surplus).....                           |                | 13,236,026 19           |
|  |                | <u>\$183,353,178 69</u> |

## Traffic and Mileage Statistics.

| ITEM.   | Through.      | Local.      | Total.        |
|---|---------------|-------------|---------------|
| Number of passengers carried.....               | 822,184       | 19,235,050  | 20,057,234    |
| Number of passengers carried one mile.....      | 154,013,525   | 443,393,300 | 597,406,825   |
| Number of tons of freight carried.....          | 12,135,292    | 4,486,275   | 16,621,567    |
| Number of tons of freight carried one mile..... | 2,366,975,467 | 823,090,579 | 2,890,066,046 |
| Passenger train mileage.....                    |               |             | 11,122,745    |
| Freight train mileage.....                      |               |             | 11,563,206    |
| All other train mileage.....                    |               |             | 10,143,882    |
| Total train mileage.....                        |               |             | 32,829,833    |

| ITEM.   | Earnings.       | Expenses.      | Profit.        |
|---|-----------------|----------------|----------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$13,900,012 92 | \$8,049,495 98 | \$5,850,516 94 |
| Average per passenger carried.....  | 69              | 40             |                |
| Average per passenger per mile.....   | 0233            | 0135           |                |
| Average per passenger train per mile.....   | 1 25            | 72             |                |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 21,456,472 81   | 15,635,254 96  | 5,821,217 85   |
| Average per ton of freight carried.....   | 1 291           | 941            |                |
| Average per ton of freight per mile.....  | 0074            | 0054           |                |
| Average per freight train per mile.....   | 1 856           | 1 353          |                |

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## Traffic and Mileage Statistics—(Continued).

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.         | Through. | Local. | Through<br>and local. |
|---|----------|--------|-----------------------|
|   | Cents.   | Cents. | Cents.                |
| Average rate received per mile for carrying pas-<br>sengers, first-class .....      | 1.757    | 1.906  | 1.918                 |
| Average rate received per mile for carrying pas-<br>sengers, second-class .....     | 1.605    | 1.475  | 1.595                 |
| Average rate received per mile for carrying pas-<br>sengers, all classes .....      |          |        | 1.905                 |
| Average rate received per mile per ton for carry-<br>ing freight, all classes ..... | .64      | 1.19   | .74                   |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all<br>in N. Y. State. | MILES LEASED.             |                   | TOTAL MILES.              |                   |
|---|-------------------------------------|---------------------------|-------------------|---------------------------|-------------------|
|   |                                     | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. |
| Main line from New York to Buffalo, etc.,<br>single track ..... | 441.75                              | 1,064.65                  | 1,087.85          | 1,506.40                  | 1,529.60          |
| Total of branches or other roads, single<br>track .....         | 377.70                              | 188.82                    | 189.16            | 566.52                    | 566.86            |
| Total single track .....  | 819.45                              | 1,253.47                  | 1,277.01          | 2,072.92                  | 2,096.46          |
| Second track on main line .....                                 | 441.75                              | 351.64                    | 374.84            | 793.39                    | 816.50            |
| Second track on branches or other roads.                        | 81.84                               |                           |                   | 81.84                     | 81.84             |
| Total second track .....  | 523.59                              | 351.64                    | 374.84            | 875.23                    | 898.43            |
| Third track on main line .....                                  | 313.22                              | 10.41                     | 13.49             | 323.63                    | 326.71            |
| Fourth track on main line .....                                 | 286.64                              | 10.41                     | 10.41             | 297.05                    | 297.05            |
| Total third and fourth tracks .....                             | 599.86                              | 20.82                     | 23.90             | 620.68                    | 623.76            |
| * Total sidings and turnouts on main<br>line .....              | 718.58                              | 364.27                    | 414.90            | 1,082.85                  | 1,133.48          |
| Grand total of tracks, sidings and<br>turnouts .....            | 2,661.48                            | 1,990.20                  | 2,096.65          | 4,651.68                  | 4,752.13          |
| Laid with steel rail, main line .....                           | 441.75                              | 1,048.85                  | 1,072.05          | 1,490.60                  | 1,513.89          |
| Laid with steel rail, branches or other<br>roads .....          | 377.70                              | 182.66                    | 183.00            | 560.36                    | 560.76            |
| Laid with iron rail, main line .....                            |                                     | 15.80                     | 15.80             | 15.80                     | 15.80             |
| Laid with iron rail, branches or other<br>roads .....           |                                     | 6.16                      | 6.16              | 6.16                      | 6.16              |
| Total .....   | 819.45                              | 1,253.47                  | 1,277.01          | 2,072.92                  | 2,096.46          |

Average life of rails—steel, 12 to 20 years; average life of ties, 7 to 10 years; weight of rails per yard—steel, maximum, 80 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 ft 3 1/4 inches, ballasted with crushed stone and gravel.

\* Sidings and turnouts on branches included in second track.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD. | From           | To             | Length in New York State. | Entire length. | Owned or leased. | Miles of double track. | Miles laid with steel rail. | Miles laid with iron rail. |
|-------------------------|----------------|----------------|---------------------------|----------------|------------------|------------------------|-----------------------------|----------------------------|
| Troy and Schenectady.   | Troy           | Schenectady..  | 21.00                     | 21.00          | Owned..          |                        | 21.00                       |                            |
| Auburn branch.....      | Syracuse       | Rochester..... | 104.00                    | 104.00         | Owned..          |                        | 104.00                      |                            |
| Batavia and Attica..... | Batavia        | Attica.....    | 11.00                     | 11.00          | Owned..          |                        | 11.00                       |                            |
| Niagara B'ge and Can.   | Canandaigua    | Niagara river  | 87.68                     | 87.58          | Owned..          |                        | 87.58                       |                            |
| Roch. Lock. and N. F.   | Rochester..... | Niagara Falls  | 74.75                     | 74.75          | Owned..          | 29.82                  | 74.75                       |                            |
| Tonawanda branch.....   | Lockport Jun   | Tonawanda..... | 12.25                     | 12.25          | Owned..          |                        | 12.25                       |                            |
| Charlotte branch.....   | R'cheat'r Jun  | Charlotte..... | 6.88                      | 6.88           | Owned..          | 6.53                   | 6.88                        |                            |
| Lewiston branch.....    | Buffalo        | Lewiston.....  | 30.29                     | 30.29          | Owned..          | 23.54                  | 30.29                       |                            |
| Buffalo Junction.....   | East Buffalo.  | North Buffalo  | 7.67                      | 7.67           | Owned..          | 7.67                   | 7.67                        |                            |
| Geneva and Lyons.....   | Geneva         | Lyons.....     | 14.00                     | 14.00          | Owned..          | 6.00                   | 14.00                       |                            |
| Syracuse Junction.....  | De Witt.....   | Geddes.....    | 8.28                      | 8.28           | Owned..          | 8.28                   | 8.28                        |                            |
| Total.....              |                |                | 377.70                    | 377.70         |                  | 81.84                  | 377.70                      |                            |

|  |                 |                        |          |          |          |        |          |      |
|--|-----------------|------------------------|----------|----------|----------|--------|----------|------|
| Troy and Greenbush.....                | Troy            | Greenbush.....         | 6.00     | 6.00     | Leased.. | 6.00   | 6.00     |      |
| Spytten Duyvil & P. M.                 | Spytten Du'l    | Harlem Jun..           | 6.04     | 6.04     | Leased.. | 6.04   | 6.04     |      |
| New York and Harlem.                   | New York        | Chatham.....           | 126.86   | 126.96   | Leased.. | 22.44  | 126.96   |      |
| N. Y. and Mahopac.....                 | Golden's B'ge   | Lake Mah'p'e           | 7.03     | 7.03     | Leased.. |        | 7.03     |      |
| Port Morris branch.....                | 162d st., N. Y. | Port Morris..          | 1.85     | 1.85     | Leased.. |        | 1.85     |      |
| West Shore.....                        | Weehawken..     | Buffalo.....           | 406.15   | 425.00   | Leased.. | 334.21 | 425.00   |      |
| Rockland Lake br'ch                    | Conger's.....   | Rock'd Lake            | 1.15     | 1.15     | Leased.. |        | 1.15     |      |
| Athens branch.....                     | Coxsackie.....  | Athens.....            | 6.16     | 6.16     | Leased.. |        | 6.16     |      |
| Fullers branch.....                    | Fuller's.....   | Athens Jun..           | 5.07     | 5.07     | Leased.. |        | 5.07     |      |
| Coeymans branch.....                   | Coeymans Jun.   | D. & H. C. Co.'s R. R. | 11.04    | 11.04    | Leased.. |        | 11.04    |      |
| Chenango branch.....                   | Syracuse.....   | Earlville.....         | 45.49    | 45.49    | Leased.. |        | 45.49    |      |
| Buffalo Creek branch                   | Buffalo.....    | Buffalo Creek          | 1.29     | 1.29     | Leased.. |        | 1.29     |      |
| New Jersey Junction.....               | Weehawken       | Penn. R. R.....        |          | 4.35     | Leased.. | 4.35   | 4.35     |      |
| Harsimus branch.....                   | N. J. J. R. R.  | Penn. Jun'cn           |          | 0.34     | Leased.. |        | 0.34     |      |
| Rome, Watertown and                    | Lewiston Jun    | Massena Spr.           | 302.87   | 302.87   | Leased.. | 1.80   | 302.87   |      |
| Ogdensburg.....                        | Cape Vincent    | Cape Vincent           | 24.20    | 24.20    | Leased.. |        | 24.20    |      |
| Cape Vincent branch                    | DeKalb Jun.     | Ogdensburg..           | 19.00    | 19.00    | Leased.. |        | 19.00    |      |
| DeKalb branch.....                     | Lewiston.....   | Lewiston Jun           | 3.60     | 3.60     | Leased.. |        | 3.60     |      |
| Lewiston branch.....                   | Syracuse.....   | Pulaski.....           | 37.40    | 37.40    | Leased.. |        | 37.40    |      |
| Syracuse branch.....                   | Woodard Jun     | Fulton.....            | 17.11    | 17.11    | Leased.. |        | 17.11    |      |
| Fulton branch.....                     | Rochester.....  | Ontario B'ch.          | 8.37     | 8.37     | Leased.. |        | 8.37     |      |
| Rochester branch.....                  | Oswego and Rome | East Oswego.           | 28.49    | 28.49    | Leased.. |        | 28.49    |      |
| Oswego and Rome.....                   | Niagara Falls   | Lewiston Jun           | 8.74     | 8.74     | Leased.. |        | 8.74     |      |
| Niagara Falls branch                   | Utica.....      | Ogdensburg..           | 133.94   | 133.94   | Leased.. |        | 133.94   |      |
| Utica and Black Riv.                   | Theresa Jun.    | Clayton.....           | 15.87    | 15.87    | Leased.. |        | 15.87    |      |
| Clayton branch.....                    | Carthage.....   | Sackett's Har          | 29.59    | 29.59    | Leased.. |        | 17.39    | 12.2 |
| Carthage, Watertown and Sackett's Har. |                 |                        |          |          |          |        |          |      |
| Total.....                             |                 |                        | 1,253.47 | 1,277.01 |          | 374.84 | 1,255.65 | 21.8 |

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | Feet.             |              | Feet.             |
| Iron bridges.....    | 964                |                   | 963          |                   |
| Wooden bridges.....  | 330                |                   | 333          |                   |
| Wooden trestles..... |                    |                   |              |                   |
| Total.....           | 1,294              |                   | 1,316        |                   |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                           | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each, in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-------------|---------------|-----------------------|---------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 2 drivers .....         | 3          | .....       | 3             | \$5,900               | 52,000                          | .....                          | 3                               | .....                             |
| Locomotives, 8 drivers .....         | 53         | .....       | 53            | 8,782                 | 202,700                         | .....                          | 10                              | .....                             |
| Locomotives, 6 drivers .....         | 322        | 6           | 328           | 8,193                 | 192,000                         | .....                          | 308                             | .....                             |
| Locomotives, 4 drivers .....         | 748        | .....       | 748           | 7,500                 | 177,900                         | .....                          | 484                             | .....                             |
| Total .....                          | 1,126      | 6           | 1,132         | .....                 | .....                           | .....                          | 806                             | .....                             |
| First-class passenger cars ....      | 774        | .....       | 774           | \$5,000               | 57,190                          | 20                             | 774                             | 774                               |
| Second-class passenger cars ..       | 123        | .....       | 123           | 2,425                 | 40,000                          | 20                             | 123                             | 123                               |
| Baggage, mail and express cars ..... | 302        | .....       | 302           | 2,400                 | 39,450                          | 20                             | 302                             | 302                               |
| Total .....                          | 1,199      | .....       | 1,199         | .....                 | .....                           | .....                          | 1,199                           | 1,199                             |
| Box freight cars .....               | 29,003     | 1,000       | 30,003        | \$500                 | 26,500                          | 15                             | 4,321                           | .....                             |
| Stock freight cars .....             | 1,790      | 50          | 1,840         | 475                   | 25,000                          | 15                             | 650                             | .....                             |
| Coal freight cars .....              | 3,933      | 300         | 4,233         | 400                   | 20,000                          | 15                             | .....                           | .....                             |
| Flat freight cars .....              | 3,938      | .....       | 3,938         | 360                   | 19,000                          | 15                             | .....                           | .....                             |
| Eastman heater cars .....            | .....      | 50          | 50            | .....                 | .....                           | 15                             | .....                           | .....                             |
| Caboose, 4-wheel cars .....          | 80         | .....       | 80            | 400                   | 9,500                           | 15                             | .....                           | .....                             |
| Caboose, 8-wheel cars .....          | 336        | .....       | 336           | 700                   | 21,300                          | 15                             | .....                           | .....                             |
| Service cars .....                   | 158        | .....       | 158           | 700                   | 15,000                          | 15                             | .....                           | .....                             |
| Total .....                          | 39,238     | 1,400       | 40,638        | .....                 | .....                           | .....                          | 4,971                           | 15,375                            |

Weetinghouse air brake and Miller, Janney, Ames, Gould, Dowling, Hinson and McKean couplers are used on cars.  
Split-rail switches are used almost exclusively on road.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....           | 1,504.32        | 1,504.32     |
| Railroads crossing road at grade .....                         | 70              | 70           |
| Railroads crossing road over or under grade .....              | 81              | 84           |
| Highway crossings at grade without protection .....            | 1,962           | 1,968        |
| Highway crossings at grade protected by gates or flagmen ..... | 466             | 500          |
| Highway crossings over or under grade .....                    | 465             | 458          |
| Overhead obstructions less than twenty feet above track ..     | 446             | 454          |

Passenger cars are heated by steam, lighted with gas and oil and ventilated by deck each.

American Express Company operates over road; percentage of gross earnings paid to railroad company. National Express Company also operates over road at one and one-half first-class rates.

Sleeping, parlor and hotel cars, owned by Wagner Palace Car Company, run over road. The railroad company provides fuel, lights, ice and lubricating oil, replaces broken glass in windows, doors and ventilators, and keeps outside of cars clean. The Palace Car Company sells its own tickets at its established rates.

The so-called Red line, White line, Blue line, Canada Southern line, Milwaukee and Michigan line, Midland line, Merchant's Dispatch Transportation Company, West Shore line, Hoosac Tunnel line, Nickel Plate line, West Shore and Boston line, Southwestern Dispatch, Rome, Watertown and Ogdensburg line, thirteen in all, operate over this road. Of the above the M. D. T. Co. has its own cars, receiving a commission on the business it attributes, which varies according to circumstances. The railroad companies, contributing the other lines, each contribute from their own equipment certain cars which are lettered as belonging to the various lines; the ownership of such cars remains specific in each railroad company. As to repairs, cars in all the lines are treated by railroad companies in the same manner as ordinary cars belonging to other companies.

Freight mails are carried at certain rates per mile per annum, based on weights taken once in four years.

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

## ASSETS.

|   |                    |
|---|--------------------|
| Cost of road.....                                     | \$2,000 00         |
| Cost of equipment.....                                | 3,000 00           |
| <i>Other permanent investments, as follows, viz.:</i> |                    |
| Capital stock subscribed, but not paid in.....        | 8,000 00           |
| <i>Current assets, as follows, viz.:</i>              |                    |
| Open accounts.....                                    | 531 11             |
|   | <u>\$13,531 11</u> |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock .....                           | \$10,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Open accounts.....                            | 3,000 00           |
| Profit and loss (surplus) .....               | 531 11             |
|   | <u>\$13,531 11</u> |

## Description of Road and Equipment.

| TRACK.   | Feet owned, all<br>in N. Y. State. |
|--|------------------------------------|
| Main line from Castleton to Fort Orange Paper Company's mills, Scho-<br>dack, single track ..... | 3,168                              |

| EQUIPMENT.                       | No. owned. | Average cost of<br>each. | Maximum<br>weight of each<br>in lbs. | No. equipped<br>with patent<br>brake. |
|----------------------------------|------------|--------------------------|--------------------------------------|---------------------------------------|
| Locomotives, 6 drivers .....     | 1          | \$3,000                  | 67,900                               | 1                                     |
| First-class passenger cars ..... | 1          | .....                    | .....                                | .....                                 |

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Highway crossing at grade without protection ..... | 1                              |

## Officers of the Company.

| Name.                    | Title.              | Official address. |
|--------------------------|---------------------|-------------------|
| O. C. WOOLWORTH.....     | President.....      | Castleton, N. Y.  |
| J. S. GRAHAM.....        | Vice-President..... | Castleton, N. Y.  |
| O. C. WOOLWORTH, JR..... | Secretary.....      | Castleton, N. Y.  |
| J. S. GRAHAM.....        | Treasurer.....      | Castleton, N. Y.  |

## Directors of the Company.

| Name.                    | Residence.         |
|--------------------------|--------------------|
| O. C. WOOLWORTH.....     | Albany, N. Y.      |
| J. S. GRAHAM.....        | New York city.     |
| FRANK D. KING.....       | New York city.     |
| SAMUEL B. WOOLWORTH..... | New York city.     |
| O. C. WOOLWORTH, JR..... | Albany, N. Y.      |
| WM. H. BUNCE.....        | Jersey City, N. J. |
| CARROL TILTON.....       | New York city.     |
| HENRY E. JONES.....      | New York city.     |
| JNO. C. WHITEFORD.....   | Chicago, Ill.      |
| S. C. MCKOWN.....        | Castleton, N. Y.   |
| G. P. JENES.....         | Castleton, N. Y.   |
| J. HENRY FINCH.....      | New York city.     |

Title of company, New York Central, Hudson River and Fort Orange Railroad &  
General offices at Castleton, Rensselaer county, N. Y.  
Date of close of fiscal year, January 1.  
For information concerning this report, address Calvin C. Woolworth, Presid



**NEW YORK CENTRAL AND NIAGARA RIVER.**

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

(Date of charter, March 26, 1877.)

For history of organization, see Report of 1885.

**Capital Stock.**

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter .....                      | 1,500          | \$150,000        |
| Issued on account of construction and now outstanding.. | 281            | 28,100           |

Number of stockholders..... 25

**Cost of Road.**

|  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Grading, masonry and ballast .....             | \$8,430 00                         |
| Superstructure (including ties) and rails..... | 13,826 55                          |
| Land, land damages and fences .....            | 5,620 00                           |
| Engineering expenses.....                      | 223 45                             |
| <b>Total cost of road.....</b>                 | <b>\$28,100 00</b>                 |

**Officers of the Company.**

| Name.                | Title.                      | Official Address. |
|----------------------|-----------------------------|-------------------|
| J. TILLINGHAST ..... | President.....              | Buffalo, N. Y.    |
| W. H. GRIMES.....    | Secretary and Treasurer.... | Buffalo, N. Y.    |

**Directors of the Company.**

| Name.                  | Residence.     |
|------------------------|----------------|
| J. TILLINGHAST.....    | Buffalo, N. Y. |
| C. VANDERBILT .....    | New York city. |
| S. F. BARGER .....     | New York city. |
| C. M. DEPEW .....      | New York city. |
| E. D. WORCESTER.....   | New York city. |
| W. H. GRIMES .....     | Buffalo, N. Y. |
| J. W. TILLINGHAST..... | Buffalo, N. Y. |
| F. D. STOW.....        | Buffalo, N. Y. |
| C. C. CLARKE.....      | New York city. |

Title of company, New York Central and Niagara River Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address J. Tillinghast, President.

## NEW YORK, CHICAGO AND ST. LOUIS.

(Date of consolidation, September 27, 1887.)

For history of organization, etc., see Report of 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for reorganization and now outstanding..... | 140,000        | \$14,000,000     | *160,000       | \$16,000,000     | †                                    |
| Grand total of common and preferred stock now outstanding..                      |                |                  |                |                  | \$30,000,000                         |
| Number of stockholders .....   |                |                  |                |                  | 689                                  |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
|                      |              |              |           |               |                    |                     |                                      |
| † First mortg. bds.  | Oct. 1, 1887 | 50           | 4         | Apl. & Oct. 1 | \$20,000,000       | \$19,681,000        | †                                    |

## Cost of Road and Equipment.

| ROAD.                                       |  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|--|---|
| Land damages .....                          |  |  | \$665 17  |
| Passenger and freight stations .....        |  |  | 55,760 45   |
| ‡ Cost of road October 1, 1887.....         |  | \$17,099 31  | 46,185,480 29   |
| Total cost of road .....                    |  | \$17,099 31  | \$46,240,575 57                                       |
| EQUIPMENT.                                  |  |  |   |
| Locomotives.....                            |  |  | \$28,323 00   |
| Freight and other cars .....                |  |  | 144,430 50  |
| § Cost of equipment October 1, 1887.....    |  |  | 3,443,968 00  |
| Total cost of equipment .....               |  |  | \$3,616,721 50  |
| Grand total cost of road and equipment..... |  | \$17,099 31  | \$49,857,297 07                                       |

## Income Account for Year Ending June 30, 1891.

|   |                |
|---|----------------|
| Gross earnings from operation.....                  | \$6,015,451 55 |
| Less operating expenses (excluding all taxes) ..... | 4,786,144 63   |
| Net earnings from operation.....                    | \$1,229,306 92 |

\* Fifty thousand shares first preferred; 110,000 second preferred.

† The capital stock of this company being issued for reorganization, and the bonds being issued to the purchasing committee under said reorganization scheme, no cash was realized.

‡ Credit.

§ The date this company acquired the property.

*Income from other sources, as follows, viz.:*

Interest on deposits.....\$14,411 66

Gross income from all sources.....\$1,243,718 58

*Deductions from income, as follows, viz.:*

Interest on funded debt due and accrued.....\$782,510 00

Rentals.....88,070 11

Taxes on property used in operation of road.....140,990 27

1,011,570 88

Net income from all sources.....\$232,148 20

*Payments from net income, as follows, viz.:*Dividends declared,  $\frac{3}{4}$  per cent on \$5,000,000 first preferred

stock.....\$175,000 00

Sinking fund contributions.....93,748 10

268,748 10

Deficit for year ending June 30, 1891.....\$36,599 90

**General Income Account.**

Deficit for year ending June 30, 1891.....\$36,599 90

Surplus up to June 30, 1890.....224,123 06

1,187,522 15

Add discount on bonds of this company's issue, purchased under the

sinking fund provisions of the first mortgage.....9,251 90

Total surplus June 30, 1891.....\$196,774 06

**DETAILED STATEMENT OF RENTALS.**

Rental of terminal facilities.....\$88,070 11

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                                      | Passenger.   | Freight.       | Local.         |
|--------------------------------------|--------------|----------------|----------------|
| Freight, through.....\$4,307,653 88  |              |                |                |
| Freight, local.....1,226,920 01      |              |                |                |
| Passengers, through.....\$131,835 93 |              | \$5,534,573 39 | \$5,534,573 89 |
| Passengers, local.....300,648 06     |              |                |                |
|                                      | \$432,483 99 |                | 432,483 99     |
| Mail.....25,610 89                   |              |                | 25,610 89      |
| Express.....12,341 09                |              |                | 12,341 09      |
| Miscellaneous.....2,124 22           |              | 8,317 97       | 10,442 19      |
| Total gross earnings.....            | \$472,560 19 | \$5,542,891 36 | \$6,015,451 55 |

**OPERATING EXPENSES.***Maintenance of way and structures:*

|   |             |              |              |
|---|-------------|--------------|--------------|
| Repairs of track.....                       | \$42,485 86 | \$382,372 79 | \$424,858 65 |
| Steel rails laid.....                       | 3,998 68    | 35,943 19    | 39,936 87    |
| Iron rails laid.....                        | 62 69       | 564 21       | 626 90       |
| Repairs of bridges (including culverts and  |             |              |              |
| cattle-guards).....                         | 10,089 08   | 90,801 67    | 100,890 75   |
| Repairs of stations, shops, docks, etc..... | 8,818 33    | 30,857 17    | 39,675 50    |
| Repairs of fences.....                      | 3,938 60    | 35,447 39    | 39,386 99    |
| Other expenses for maintenance of way and   |             |              |              |
| structures.....                             | 4,350 76    | 39,426 87    | 43,807 63    |
| Total.....                                  | \$73,769 00 | \$615,413 20 | \$689,182 29 |

*Maintenance of equipment:*

|  |             |              |              |
|--|-------------|--------------|--------------|
| Repairs of locomotives.....              | \$13,034 48 | \$258,669 94 | \$271,904 42 |
| Repairs of cars.....                     | 18,876 71   | 351,187 76   | 369,763 47   |
| Repairs of machinery and tools.....      | 2,465 70    | 22,371 30    | 24,857 00    |
| Other expenses for maintenance of equip- |             |              |              |
| ment.....                                | 6,047 36    | 54,426 29    | 60,473 65    |
| Total.....                               | \$10,143 25 | \$686,855 29 | \$726,998 54 |

*Conducting transportation:*

|                                     |             |              |              |
|-------------------------------------|-------------|--------------|--------------|
| Wages of conductors and men.....    | \$27,513 50 | \$311,476 95 | \$338,990 45 |
| Wages of engineers and firemen..... | 37,995 12   | 360,082 81   | 398,077 93   |
| Salaries for locomotives.....       | 27,215 61   | 458,123 67   | 485,339 28   |
| Food and waste.....                 | 2,397 21    | 36,855 29    | 39,252 50    |
| Water supply.....                   | 3,227 22    | 29,044 98    | 32,272 20    |

## Analysis of Gross Earnings and Operating Expenses—(Continued)

|  | Passenger.   | Freight.       | Total.         |
|--|--------------|----------------|----------------|
| Other train supplies or expenses .....                   | \$4,790 07   | \$15,694 68    | \$20,484 75    |
| Wages of station agents and clerks .....                 | 44,538 47    | 206,629 43     | 251,167 90     |
| Wages for labor at stations .....                        | 4,833 63     | 345,035 30     | 349,868 93     |
| Station supplies .....                                   | 2,793 66     | 12,180 36      | 14,974 02      |
| Wages of watchmen, flagmen and switchmen .....           | 13,174 88    | 250,760 58     | 263,935 46     |
| Other expenses for conducting transportation .....       | 14,633 65    | 170,458 14     | 185,091 79     |
| Total .....  | \$183,113 02 | \$2,196,242 19 | \$2,379,355 21 |
| <i>General expenses:</i>                                 |              |                |                |
| Salaries of general officers and clerks .....            | \$16,493 35  | \$123,476 94   | \$139,970 29   |
| General office expenses and supplies .....               | 176 32       | 1,586 91       | 1,763 23       |
| Stationery and printing .....                            | 5,604 66     | 45,869 13      | 51,473 79      |
| Outside agencies and advertising .....                   | 36,644 01    | 181,622 41     | 218,266 42     |
| Legal expenses .....                                     | 2,229 89     | 20,979 69      | 23,209 58      |
| Loss and damage of freight and baggage .....             | 86 60        | 31,215 49      | 31,302 09      |
| Damage to cattle and property .....                      | 843 28       | 4,591 58       | 5,434 86       |
| Injuries to persons .....                                | 3,910 66     | 28,228 06      | 32,138 71      |
| Telegraph maintenance and operation .....                | 15,924 74    | 81,792 07      | 97,716 81      |
| Mileage of cars of other companies (debit balance) ..... | 3,310 31     | 373,067 54     | 376,377 85     |
| Other general expenses .....                             | 1,345 50     | 12,109 46      | 13,454 96      |
| Total .....  | \$36,069 32  | \$904,539 27   | \$940,608 59   |
| Grand total operating expenses .....                     | \$219,182 34 | \$3,099,781 46 | \$3,318,963 80 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |              |                 |
|---|--------------|-----------------|
| Cost of road .....                            |              | \$46,240,575 57 |
| Cost of equipment .....                       |              | 3,616,721 40    |
| <i>Current assets, as follows, viz.:</i>      |              |                 |
| Cash on hand and on deposit .....             | \$450,834 15 |                 |
| Due by agents .....                           | 178,479 86   |                 |
| Open accounts .....                           | 340,674 39   |                 |
| Materials and supplies .....                  | 343,238 93   |                 |
| Sundries .....                                | 15,175 58    |                 |
|   |              | 1,328,402 91    |
|   |              | \$51,185,699 96 |
| LIABILITIES.                                  |              |                 |
| Capital stock .....                           |              | \$30,000,000 00 |
| Funded debt .....                             |              | 19,681,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |              |                 |
| Interest on funded debt due and accrued ..... | \$205,890 00 |                 |
| Audited vouchers and pay-rolls .....          | 722,926 20   |                 |
| Open accounts .....                           | 85,407 38    |                 |
|   |              | 1,014,223 58    |
| Sinking fund account .....                    |              | 293,702 35      |
| Profit and loss (surplus) .....               |              | 196,771 65      |
|   |              | \$51,185,699 96 |

## Traffic and Mileage Statistics.

| ITEM.  | Through.    | Local.      | Total.        |
|--|-------------|-------------|---------------|
| Number of passengers carried .....               | 46,654      | 529,014     | 575,668       |
| Number of passengers carried one mile .....      | 10,527,826  | 18,019,291  | 28,547,117    |
| Number of tons of freight carried .....          | 2,264,383   | 1,040,042   | 3,304,425     |
| Number of tons of freight carried one mile ..... | 850,114,091 | 216,645,449 | 1,066,759,540 |
| Passenger train mileage .....                    |             |             | 937           |
| Freight train mileage .....                      |             |             | 4,316         |
| All other train mileage .....                    |             |             | 2,000         |
| Total train mileage .....                        |             |             | 7,253         |

## Traffic and Mileage Statistics—(Continued).

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$472,560 19 | \$383,094 59 | \$89,465 60  |
| Average per passenger carried  | 8208         | 6653         | 1555         |
| Average per passenger train mile   | 01655        | 01342        | 00313        |
| Average per passenger train per mile   | 9826         | 7966         | 186          |
| Freight earnings and expenses (including miscellaneous earnings)                     | 5,542,891 36 | 4,408,060 04 | 1,139,841 32 |
| Average per ton of freight carried   | 1 677        | 1 832        | 345          |
| Average per ton of freight per mile  | 0082         | 00413        | 00107        |
| Average per freight train per mile   | 1 276        | 1 014        | 262          |

| ITEM.<br>Computed on earnings from carrying passengers and freight only. | Through. | Local. | Through and local. |
|--|----------|--------|--------------------|
|  | Cents    | Cents. | Cents.             |
| Average rate received per mile for carrying passengers, first class      | 1.159    | 1.619  | 1.47               |
| Average rate received per mile for carrying passengers, second class     | 1.446    | 1.901  | 1.666              |
| Average rate received per mile for carrying passengers, all classes      | 1.262    | 1.668  | 1.515              |
| Average rate received per mile per ton for carrying freight, all classes | .507     | .567   | .519               |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                | *MILES LEAS'D.         |                | TOTAL MILES.           |                |
|--|------------------------|----------------|------------------------|----------------|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. |
| Main line from Buffalo, N. Y., to boundary line between Indiana and Illinois, single track | 68.07                  | 502.56         | .....                  | .....          | 68.07                  | 502.56         |
| Other roads, single track  | .....                  | .....          | 1.60                   | 20.46          | 1.60                   | 20.46          |
| Total single track   | 68.07                  | 502.56         | 1.60                   | 20.46          | 69.67                  | 523.02         |
| Second track on main line  | .....                  | 6.24           | .....                  | .....          | .....                  | 6.24           |
| Second track branches, or other roads  | .....                  | .....          | 1.31                   | .....          | .....                  | 1.31           |
| Total second track   | .....                  | 6.24           | .....                  | 1.31           | .....                  | 7.55           |
| Sidings and turnouts on main line  | 17.53                  | 148.49         | .....                  | .....          | 17.53                  | 148.49         |
| Sidings and turnouts on other roads  | .....                  | .....          | 17.29                  | .....          | .....                  | .....          |
| Total sidings and turnouts   | 17.53                  | 148.49         | .....                  | 17.29          | 17.53                  | 165.78         |
| Grand total of tracks, sidings and turnouts  | 85.60                  | 657.29         | 1.60                   | 39.06          | 87.20                  | 696.35         |
| Laid with steel rail, main line  | 68.07                  | 502.56         | .....                  | .....          | 68.07                  | 502.56         |
| Laid with steel rail, other roads  | .....                  | .....          | 1.60                   | 20.46          | 1.60                   | 20.46          |

Weight of rails per yard—steel, maximum, 65 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

\*Including tracks of other roads used.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Directors of the Company.

| <i>Name.</i>               | <i>Residence.</i>     |
|----------------------------|-----------------------|
| WM. K. VANDERBILT .....    | Oakdale, L. I., N. Y. |
| CORNELIUS VANDERBILT ..... | New York city.        |
| FRED. W. VANDERBILT .....  | New York city.        |
| H. MCK. TWOMBLY .....      | New York city.        |
| JOHN S. KENNEDY .....      | New York city.        |
| JAMES A. ROOSEVELT .....   | New York city.        |
| CHAUNOEY M. DEPEW .....    | New York city.        |
| FRED. P. OLCOTT .....      | New York city.        |
| ALLYN COX .....            | Mount Vernon, N. Y.   |
| D. W. CALDWELL .....       | Cleveland, Ohio.      |
| SAMUEL E. WILLIAMSON ..... | Cleveland, Ohio.      |
| RALPH W. HICKOX .....      | Cleveland, Ohio.      |
| CHAS. M. REED .....        | Erie, Pa.             |

Title of company, New York, Chicago and St. Louis Railroad Company.

General offices at Cleveland, Ohio.

Date of close of fiscal year December 31.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address James P. Curry, Auditor.

## NEW YORK AND CONEY ISLAND.

## LESSOR.

## LESSEE—PROSPECT PARK AND CONEY ISLAND.

(Date of charter, February 5, 1879.)

For history of organization, see Report of 1885.

## Capital Stock.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 1,000          | \$100,000        |

Number of stockholders.....

## Cost of Road and Equipment.

|  | Road. | Total cost up to<br>June 30, 1891. |
|--|-------|------------------------------------|
|  |       |                                    |
| Grading, masonry and ballast .....           |       | \$5,396 79                         |
| Superstructure (including ties) .....        |       | 11,063 85                          |
| Rails .....                                  |       | 15,908 68                          |
| Land .....                                   |       | 12,636 63                          |
| Land damages .....                           |       | 4,222 29                           |
| Fences .....                                 |       | 2,869 62                           |
| Passenger and freight stations .....         |       | 8,793 75                           |
| Fuel and water stations .....                |       | 2,048 39                           |
| Telegraph line .....                         |       | 209 97                             |
| Docks and wharves .....                      |       | 27                                 |
| Total cost of road .....                     |       | \$7 55                             |
| <b>EQUIPMENT.</b>                            |       |                                    |
| Locomotives .....                            |       | 19                                 |
| Passenger cars .....                         |       | 19                                 |
| Total cost of equipment .....                |       | \$ 19                              |
| Grand total cost of road and equipment ..... |       | \$100 74                           |

# NEW YORK AND CONEY ISLAND.

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## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Rent from Prospect Park and Coney Island Railroad Company under lease..... | \$10,000 00 |
| Dividends declared, 10 per cent, on \$100,000 common stock .....           | 10,000 00   |

## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |             |
|------------------------|-------------|
| Cost of road.....      | \$70,677 88 |
| Cost of equipment..... | 29,341 19   |

### Current assets, as follows, viz:

|  |                     |
|--|---------------------|
| Cash on loan with the Prospect Park and Coney Island Railroad Company..... | 964 87              |
|  | <u>\$100,983 89</u> |

### LIABILITIES.

|                                 |                     |
|---------------------------------|---------------------|
| Capital stock.....              | \$100,000 00        |
| Profit and loss (surplus) ..... | 983 89              |
|                                 | <u>\$100,983 89</u> |

## Officers of the Company.

| Name.                    | Title.         | Official Address.                                  |
|--------------------------|----------------|--|
| ANDREW R. CULVER.....    | President..... | 4 and 5 Court square, Brooklyn, N. Y.              |
| ALLAN C. WASHINGTON .... | Treasurer..... | 4 and 5 Court square, Brooklyn, N. Y.              |
| LYSANDER STACEY.....     | Secretary..... | 4 and 5 Court square, Brooklyn, N. Y.              |
| ALBERT B. BIERCK.....    | Auditor.....   | 4 and 5 Court square, Brooklyn, N. Y.              |
| RICHARD SCHERMERHORN..   | Superintend't. | Ninth avenue and Twentieth street, Brooklyn, N. Y. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| ANDREW R. CULVER.....    | Brooklyn, N. Y. |
| ALLAN C. WASHINGTON..... | New York city.  |
| AUSTIN CORBIN.....       | New York city.  |
| SIDNEY WEBSTER.....      | New York city.  |
| FRALEY O. NIEBUHR.....   | New York city.  |
| THEODORE B. MOORE.....   | New York city.  |
| LYSANDER STACEY.....     | Brooklyn, N. Y. |

Title of company, New York and Coney Island Railroad.

General offices at Nos. 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report, address Andrew R. Culver, President.

## NEW YORK AND HARLEM.

### LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(See report under Surface Street Railroads, *post*.)

## NEW YORK, LACKAWANNA AND WESTERN.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, August 24, 1890.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter.....      | 100,000        | \$10,000,000     |
| Issued for actual cash.....            | 505            | \$50,895         |
| Issued on account of construction..... | 99,495         | 9,949,500        |
| Total now outstanding.....             | 100,000        | \$10,000,000     |

Number of stockholders..... 99

## FUNDED DEBT.

| DESIGNATION OF LIEN.                    | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|---|---------------|--------------|-----------|---------------|--------------------|---------------------|
|   |               |              | Rate.     | When payable. |                    |                     |
| *First mortgage.....                    | Dec. 31, 1880 | 40           | p.c. 6    | Jan. & July   | \$12,000,000       | \$12,000,000        |
| †Construction mortgage.....             | Aug. 1, 1883  | 40           | 5         | Feb. & Aug.   | 5,000,000          | \$5,000,000         |
| *Terminal and improvement mortgage..... | May 1, 1890   | 33           | 4         | May & Nov.    | 5,000,000          | 2,850,000           |
| Total.....                              |               |              |           |               | \$22,000,000       | \$19,850,000        |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                  | \$3,095 00   | \$9,504,383 39  |
| Bridges.....                                       | 6,432 34   | 1,939,341 54  |
| Superstructure (including ties and rails).....     | 108,611 73   | 6,375, 53   |
| Land.....  | 249,016 60   | 5,821 95  |
| Fences.....  | 44 00  |   |
| Passenger and freight stations.....                | 81,239 15  | 501, 817  |
| Engine, car-houses.....                            | 79,480 30  | 411, 1 39   |
| Shops, machinery and tools.....                    | 12,366 39  |   |
| Fuel and water stations.....                       | 3,800 24   | 19, 8 58  |
| Engineering expenses.....                          |  | 144,1 5 35  |
| Interest and discount charged to construction..... |  | 306, 7 39   |

\*Issued and delivered at par for building the road. †Issued at par to holders for advances made.



# NEW YORK, LACKAWANNA AND WESTERN.

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## Cost of Road and Equipment — (Continued).

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Telegraph line.....                         |  | \$5,113 08  |
| Wharfing.....                               |  | 622,909 41  |
| Cattle and coal yards .....                 |  | 187,227 28  |
| Coal trestles .....                         | \$28,996 20  | 405,635 17  |
| Total cost of road .....                    | \$573,071 87   | \$26,146,653 91                                       |
| <b>EQUIPMENT.</b>                           |  |   |
| Locomotives.....                            | \$52,000 00  | \$1,250,370 71  |
| Passenger cars.....                         | 71,915 00  | 134,536 16  |
| Mail, baggage and express cars .....        |  | 47,376 00   |
| Freight and other cars .....                | 101,071 70   | 2,795,618 02  |
| Total cost of equipment.....                | \$181,156 70   | \$4,227,901 84  |
| Grand total cost of road and equipment..... | \$724,228 57   | \$30,374,555 25                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |              |
|--|--------------|--------------|
| Round-house, Elmira.....                     |              | \$76,949 07  |
| New sidings on line .....                    |              | 108,611 73   |
| Land at Buffalo.....                         |              | 89,766 60    |
| New store-house, Buffalo.....                |              | 78,995 15    |
| Union elevator property, Buffalo .....       |              | 159,250 00   |
| Sundry items .....                           |              | 59,499 32    |
| Four hundred and eight new freight cars..... | \$157,729 16 |              |
| Ten new locomotives .....                    | 52,000 00    |              |
|  | \$209,729 16 |              |
| Less 137 cars torn down.....                 | 58,572 46    |              |
|  |              | 151,156 70   |
|  |              | \$724,228 57 |

## Income Account for Year Ending June 30, 1891.

Income from all sources, as follows, viz:

|  |                |
|--|----------------|
| Rental paid directly to stock and bondholders by lessee: |                |
| Twelve months' interest on stock.....                    | \$500,000 00   |
| Twelve months' interest on bonds (First).....            | 720,000 00     |
| Twelve months' interest on bonds (Cons'tn).....          | 250,000 00     |
| Twelve months' interest on bonds (T. and Imp.).....      | 110,666 67     |
|  | \$1,580,666 67 |

## General Balance Sheet June 30, 1891.

| ASSETS.                      |                 |
|------------------------------|-----------------|
| Cost of road.....            | \$26,146,653 91 |
| Cost of equipment.....       | 4,227,901 34    |
|                              | \$30,374,555 25 |
| LIABILITIES.                 |                 |
| Capital stock.....           | \$10,000,000 00 |
| Funded debt.....             | 19,850,000 00   |
| Due lessee for advances..... | 524,555 25      |
|                              | \$30,374,555 25 |

## Officers of the Company.

| Name.                     | Title.                | Official Address.               |
|---------------------------|-----------------------|---------------------------------|
| MUEL SLOAN .....          | President.....        | 26 Exchange pl., New York city. |
| EDERICK H. GIBBENS.....   | Vice-President.....   | 26 Exchange pl., New York city. |
| ED F. CHAMBERS.....       | Secretary.....        | 26 Exchange pl., New York city. |
| ETHUR D. CHAMBERS .....   | Treasurer.....        | 26 Exchange pl., New York city. |
| WILLIAM F. HALLSTEAD..... | General Manager.....  | Scranton, Pa.                   |
| A. SEABERT .....          | Ass't Superintendent. | Buffalo, N. Y.                  |

\* Credit.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Directors of the Company.

| <i>Name.</i>              | <i>Residence.</i> |
|---------------------------|-------------------|
| SAMUEL SLOAN.....         | New York city.    |
| JOHN I. BLAIR.....        | Blairtown, N. J.  |
| GEORGE BLISS.....         | New York city.    |
| PERCY R. PYNE.....        | New York city.    |
| RUSSELL SAGE.....         | New York city.    |
| HENRY D. POLHEMUS.....    | Brooklyn, N. Y.   |
| EUGENE HIGGINS.....       | New York city.    |
| SYDNEY DILLON.....        | New York city.    |
| WILLIAM F. HALLSTEAD..... | Scranton, Pa.     |
| WILLIAM R. STORRS.....    | Scranton, Pa.     |
| FREDERICK H. GIBBENS..... | New York city.    |
| EDGAR S. AUCHINCLOSS..... | New York city.    |
| M. TAYLOR PYNE.....       | New York city.    |

Title of company, The New York, Lackawanna and Western Railroad Company.  
 General offices at Binghamton, N. Y.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, Tuesday preceding last Friday in February.  
 For information concerning this report, address Fred F. Chambers, Secretary, 2 Exchange place, New York city.

## NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, April 27, 1878.)

For history of organization, etc., see Report of 1885.  
 This company is also now operating the New York, Lake Erie and Western Coal and Railroad, under lease made August 15, 1890, for the term of 35 years, from July 1, 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

The capital stock of this company, fixed by its certificate of incorporation, is as follows, viz.:

|                      |                        |
|----------------------|------------------------|
| Common stock.....    | \$78,000,000 00        |
| Preferred stock..... | 8,536,900 00           |
|                      | <u>\$86,536,900 00</u> |

Under its plan of reorganization, forming part of its certificate of incorporation, the capital stock of this company was to be issued in exchange at par, for stock of the Erie Railway Company, upon the payment of certain specified assessments. These assessments have been paid upon the following amounts of stock, viz.:

|                      |                        |
|----------------------|------------------------|
| Common stock.....    | \$77,063,800 00        |
| Preferred stock..... | 8,156,700 00           |
|                      | <u>\$85,240,500 00</u> |

Of this, there has been issued in exchange for stock of the Erie Railway Company:

|                      |                        |
|----------------------|------------------------|
| Common stock.....    | \$76,910,500 00        |
| Preferred stock..... | 8,156,400 00           |
|                      | <u>\$85,066,900 00</u> |

There is still held awaiting such exchange:

|                      |                   |
|----------------------|-------------------|
| Common stock.....    | \$178,000 00      |
| Preferred stock..... | 300 00            |
|                      | <u>178,300 00</u> |

Stock issued pursuant to its articles of incorporation:

|                      |                   |
|----------------------|-------------------|
| Common stock.....    | \$500,000 00      |
| Preferred stock..... | 390,200 00        |
|                      | <u>890,200 00</u> |

Stock unused and held for disposition pursuant to its articles of incorporation:

Common stock..... \$416,200 00

Total amount authorized..... \$86,536,900 00

#### FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgages, as follows, viz.:

|   |                |
|---|----------------|
| First mortgage bonds, mature May 1, 1897 .....                  | \$2,482,000 00 |
| Second mortgage bonds, mature September 1, 1919 (extended)..... | 2,149,000 00   |
| Third mortgage bonds, mature March 1, 1923 (extended).....      | 4,617,000 00   |
| Fourth mortgage bonds, mature October 1, 1920 (extended).....   | 2,928,000 00   |
| Fifth mortgage bonds, mature June 1, 1928 (extended).....       | 709,500 00     |
| Buffalo branch mortgage bonds, mature July 1, 1891.....         | 182,600 00     |
| Consolidated mortgage bonds, mature September 1, 1920.....      | 16,891,000 00  |

\$29,967,100 00

Which mortgage debts are included in this statement of its funded debt for reasons which appear above. Pursuant to its certificate of incorporation, this company has created a funded debt, as follows, viz.:

|   |                |
|---|----------------|
| First consolidated funded coupon bonds, mature September 1, 1920..... | \$3,705,977 10 |
| Second consolidated mortgage bonds, mature December 1, 1909.....      | 25,000,000 00  |
| Second consolidated funded coupon bonds, mature December 1, 1909..... | 8,597,400 00   |
| Reorganization first lien bonds, mature December 1, 1908.....         | 2,500,000 00   |
| Collateral trust bonds, mature November 1, 1922. \$5,000,000 00       |                |
| Less amount redeemed.....   | 1,635,000 00   |

Income bonds, mature June 1, 1977 .....

Funded coupon bonds of 1885, mature December 1, 1909.....

..... 4,031,400 00

47,707,785 10

Total..... \$77,664,885 10

#### Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                      | \$118,923 10   | \$1,117,967 30  |
| Bridges.....   | 11,394 26  | 221,792 76  |
| Superstructure (including ties).....                   | 174,416 88   | 1,673,833 28  |
| Rails.....   | 33,613 59  |   |
| Land and land damages.....                             | 7,335 45   | 816,384 22  |
| Fences.....  | 3,686 20   | 329,693 57  |
| Passenger and freight stations.....                    | 33,460 22  | 140,310 45  |
| Engine and car-houses, shops, machinery and tools..... | 9,350 42   | 804,666 88  |
| Engineering expenses.....                              |  | 38,293 34   |
| Improvements at East Buffalo.....                      |  | 329,745 15  |
| Telegraph line.....                                    |  | 40,660 78   |
| Wharfing.....  | 10,162 06  | 65,776 83   |
| Incidentals.....                                       |  | 41,971 61   |
| Second track.....                                      |  | 1,997,122 81  |
| Water transportation, New York harbor.....             |  | 277,285 57  |
| ator at Buffalo.....                                   |  | 304,142 87  |
| pockets at Buffalo.....                                |  | 43,243 12   |
| owing gauge of road.....                               |  | 57,572 71   |
| ch docks, Buffalo.....                                 |  | 260,803 95  |
| i rail, taking up.....                                 |  | 17,791 56   |
| coal docks, Buffalo.....                               |  | 254,762 87  |
| d rail.....  |  | 931,122 83  |
| gages on real estate assigned to trustees.....         | 15,000 00  | 144,500 00  |
| e of the Erie Railway Company.....                     | 35,402 05  | 145,334,554 32  |
| total cost of road.....                                | \$452,943 23   | \$156,248,998 78                                      |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment — (Continued).

| EQUIPMENT.                                     | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
|  |  |   |
| Locomotives.....                               | \$188 32   | \$1,356,499 82  |
| Passenger, mail, baggage and express cars..... | 14,791 59  | 643,785 94  |
| Freight and other cars.....                    | 7,265 87   | 2,124,576 60  |
| Narrowing gauge of cars.....                   |  | 264,785 44  |
| Narrowing gauge of locomotives.....            |  | 967,366 79  |
| Total cost of equipment.....                   | \$22,226 78  | \$6,377,005 46  |
| Grand total cost of road and equipment.....    | \$475,169 01   | \$161,631,092 44                                      |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |
|--|--------------|
| Ballasting.....  | \$107,437 53 |
| Jersey City yard improvements.....   | 39,596 99    |
| Bergen yard improvements.....  | 918 73       |
| Middletown yard improvements.....  | 9,568 43     |
| Freight-house, Paterson.....   | 2,319 21     |
| Offices, Jersey City yard.....   | 673 21       |
| Fence in train shed, Jersey City.....  | 333 59       |
| Electrical equipment, Jersey City yard.....                                    | 2,364 00     |
| Gate-house, Paterson.....  | 60 70        |
| Depot, Lestershire.....  | 1,709 00     |
| Coal transfer and stocking platform, East Buffalo.....                         | 900 00       |
| Engine-house, Salamanca.....   | 7,712 25     |
| Coaling station, Salamanca.....  | 14,446 00    |
| Protection against high water.....   | 2,266 00     |
| Piermont pier.....   | 9,900 00     |
| Wall at Paterson.....  | 2,264 00     |
| Water tank and pump-house, Waldwick.....                                       | 361 97       |
| Crossing gates at Middletown.....  | 80 00        |
| Train shed, Dunkirk.....   | 2,673 87     |
| Highway bridge east of Greycourt.....  | 2,802 05     |
| Bridge between Allendale and Ramsay's.....                                     | 1,546 00     |
| Trestle and platform, Jersey City.....   | 7,459 00     |
| Brown hoist.....   | 7 88         |
| Bridge at Hancock.....   | 9,826 25     |
| Land, Ramsay's.....  | 110 00       |
| Land, Paterson.....  | 6,927 39     |
| Recording deeds, searching, etc.....   | 256 50       |
| Unloading dirt.....  | 1,000 00     |
| Dredging.....  | 2,036 00     |
| Furnishing and laying water pipe.....  | 3,169 00     |
| Signals and signal towers at various points.....                               | 29,000 00    |
| Interlocking switches.....   | 25,571 25    |
| Switches, sidings, etc.....  | 67,636 74    |
| Passing tracks.....  | 10,638 00    |
| Extension of second track.....   | 19,625 97    |
| Tearing down house, Jersey City.....   | 175 00       |
| Freight cars.....  | 7,265 87     |
| Passenger cars.....  | 14,791 59    |
| Fixtures for locomotives.....  | 340 25       |
| Machinery for shops.....   | 1,000 00     |
| Mortgages on lands, assigned to trustee.....                                   | 15,000 00    |
| Sundry disbursements on account of the estate of the Erie Railway Company..... | 95,601 00    |
| Total.....   | \$475,169 01 |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation.....  | \$25,240 13 |
| Less operating expenses (excluding all taxes).....                                    | 19,616 26   |
|   | \$5,623 87  |
| Less proportion due to leased lines which are worked on a percentage of earnings..... | 2,057 38    |
| Net earnings from operation.....  | \$3,566 49  |

*Income from other sources, as follows, viz.:*

|   |              |                       |
|---|--------------|-----------------------|
| Earnings of Pavonia ferries, docks, elevators, etc.....                                     | \$546,153 18 |                       |
| Rents, Twenty-third street property.....  | 7,800 00     |                       |
| Rents and expenses, stock yard, Long Dock Company and<br>Docks and Improvement Company..... | 32,821 63    |                       |
| Interest on securities.....   | 348,954 85   |                       |
| Miscellaneous.....  | 30,233 86    |                       |
|   |              | <u>\$955,963 52</u>   |
| Gross income from all sources.....  |              | <u>\$8,839,655 72</u> |

*Deductions from income, as follows, viz.:*

|   |                |                     |
|---|----------------|---------------------|
| Interest on funded debt due and accrued.....  | \$4,691,900 60 |                     |
| Rentals of leased lines.....  | 1,442,341 00   |                     |
| Taxes on property used in operation of road.....  | 438,936 77     |                     |
| Taxes on earnings and capital stock.....  | 136,640 11     |                     |
| Interest on equipment loans and mortgages.....  | 456,370 67     |                     |
| Guaranteed interest other than on the bonds of the company,<br>Expenses of Pavonia ferries, docks, elevator and other<br>charges..... | 82,226 59      |                     |
|   | 431,862 74     |                     |
|   |                | <u>7,630,278 48</u> |

|  |                     |
|--|---------------------|
| Surplus for year ending June 30, 1891..... | <u>\$709,377 24</u> |
|--|---------------------|

**General Income Account.**

|  |                       |
|--|-----------------------|
| Surplus for year ending June 30, 1891..... | \$709,377 24          |
| Surplus up to June 30, 1890.....           | 9,195,801 63          |
|  | <u>\$9,905,178 87</u> |

*Less charges:*

|  |            |                   |
|--|------------|-------------------|
| Discount on bonds.....                   | \$110 00   |                   |
| Interest on income.....                  | 30,480 48  |                   |
| Charges to revenues of former years..... | 180,483 47 |                   |
| Uncollectible accounts written off.....  | 57,338 13  |                   |
| Adjustments to sundry accounts.....      | 40,301 10  |                   |
| Dividends previous years.....            | 900 00     |                   |
|  |            | <u>309,613 17</u> |

|                                  |                       |
|----------------------------------|-----------------------|
| Total surplus June 30, 1891..... | <u>\$9,595,565 70</u> |
|----------------------------------|-----------------------|

**DETAILED STATEMENT OF RENTALS.**

|   |             |
|---|-------------|
| Paterson and Hudson Railroad, annual rental.....                          | \$48,400 00 |
| Paterson and Ramapo Railroad, annual rental.....                          | 30,000 00   |
| Hoboken Land and Improvement Company, annual rental.....                  | 4,666 83    |
| Newburgh and New York Railroad Company, five per cent on \$250,000 bonds, | 12,500 00   |

*Buffalo, New York and Erie Railroad:*

|  |            |                   |
|--|------------|-------------------|
| Organization expenses.....               | \$5,000 00 |                   |
| Seven per cent on \$50,000 stock.....    | 65,500 00  |                   |
| Seven per cent on \$2,380,000 bonds..... | 166,600 00 |                   |
|  |            | <u>288,100 00</u> |

|  |           |
|--|-----------|
| Montgomery and Erie Railroad, annual rental.....   | 16,000 00 |
| Goshen and Deckertown Railroad, annual rental..... | 19,038 00 |
| Hawley Branch Railroad, annual rental.....         | 50,000 00 |

*Honesdale Branch Railroad:*

|   |            |                   |
|---|------------|-------------------|
| Four and one-half per cent on \$204,000 bonds of the Jefferson<br>Railroad Company..... | \$9,180 00 |                   |
| Six per cent on \$96,000 bonds of the Jefferson Railroad Co.....                        | 5,760 00   |                   |
|   |            | <u>14,940 00</u>  |
| Jefferson Branch, five per cent on \$2,800,000 bonds.....                               |            | <u>140,000 00</u> |

*Roseton and Genesee Valley Railroad:*

|                                      |             |                  |
|--------------------------------------|-------------|------------------|
| Six per cent on \$555,200 stock..... | \$33,312 00 |                  |
| Organization expenses.....           | 700 00      |                  |
|                                      |             | <u>34,012 00</u> |

*Arden, Genesee and Mount Morris Railroad:*

|                                      |             |                  |
|--------------------------------------|-------------|------------------|
| Six per cent on \$225,000 stock..... | \$13,500 00 |                  |
| Organization expenses.....           | 100 00      |                  |
|                                      |             | <u>13,600 00</u> |

|   |                |
|---|----------------|
| Buffalo, Bradford and Pittsburgh Railroad, seven per cent on \$580,000 bonds..... | 40,800 00      |
| Lockport and Buffalo Railroad, annual rental.....                                 | 21,000 00      |
| Bergen County Railroad, six per cent on \$200,000 bonds.....                      | 12,000 00      |
| Middletown and Crawford Railroad, annual rental.....                              | 10,800 00      |
| Newark and Hudson Railroad, seven per cent on \$250,000 bonds.....                | 17,500 00      |
| Long Dock Company, rental.....  | 400,000 00     |
| New York, L. E. and W. Docks and Improvement Company, rental.....                 | 99,987 17      |
| New York, L. E. and W. Coal and Railroad Company, rental.....                     | 130,500 00     |
| Total amount of rentals deducted from income.....                                 | \$1,442,341 00 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.      | Freight.        | Total.          |
|----------------------------------|-----------------|-----------------|-----------------|
| Freight, through.....            | \$10,714,182 86 |                 |                 |
| Freight, local.....              | 11,448,270 44   |                 |                 |
| Passengers, through.....         | \$1,329,712 23  |                 |                 |
| Passengers, local.....           | 4,521,732 86    |                 |                 |
| Mail.....                        | \$5,851,445 09  |                 | 5,851,445 09    |
| Express.....                     | 299,242 71      |                 | 299,242 71      |
| Miscellaneous, as follows, viz.: | 450,613 52      |                 | 450,613 52      |
| Rents.....                       | 38,127 68       | 82,484 34       | 120,612 02      |
| Miscellaneous.....               | 117,868 48      | 254,970 12      | 372,838 60      |
| Car service.....                 |                 | 6,000 89        | 6,000 89        |
| Total gross earnings.....        | \$6,757,297 48  | \$22,505,948 65 | \$29,263,246 13 |

## OPERATING EXPENSES.

|  |                |                |                 |
|--|----------------|----------------|-----------------|
| Maintenance of way and structures:                             |                |                |                 |
| Repairs of track and roadbed.....                              | \$568,274 17   | \$1,451,696 59 | \$2,019,970 76  |
| Steel rails laid, 17,559.17 tons, cost \$537,896.01.           |                |                |                 |
| Repairs of bridges (including culverts and cattle-guards)..... | 70,026 70      | 172,467 83     | 242,494 53      |
| Repairs of stations, shops, docks, etc.....                    | 96,842 83      | 190,696 29     | 287,539 12      |
| Repairs of fences.....   | 12,843 11      | 31,006 09      | 43,849 20       |
| Other expenses for maintenance of way and structures.....      | 74,691 69      | 196,001 58     | 270,693 27      |
| Total.....   | \$822,178 50   | \$2,041,868 38 | \$2,864,046 88  |
| Maintenance of equipment:                                      |                |                |                 |
| Repairs of locomotives.....                                    | \$319,902 79   | \$896,287 04   | \$1,215,189 83  |
| Repairs of cars.....   | 383,309 26     | 1,527,036 56   | 1,910,345 82    |
| Repairs of machinery and tools.....                            | 25,796 58      | 67,885 06      | 93,681 64       |
| Other expenses for maintenance of equipment.....               | 162,404 37     | 418,939 90     | 581,344 27      |
| Total.....   | \$891,412 00   | \$2,909,148 59 | \$3,799,560 59  |
| Conducting transportation:                                     |                |                |                 |
| Wages of conductors and men.....                               | \$484,427 47   | \$1,579,654 55 | \$3,064,082 02  |
| Wages of engineers and firemen.....                            | 466,251 26     | 1,478,608 12   | 1,944,859 38    |
| Fuel for locomotives.....                                      | 416,835 86     | 1,523,743 30   | 1,940,579 16    |
| Oil and waste.....   | 40,570 07      | 120,419 96     | 160,990 03      |
| Water supply.....  | 39,300 55      | 100,144 89     | 139,445 44      |
| Other train supplies or expenses.....                          | 175,294 43     | 194,111 29     | 369,405 72      |
| Wages of station agents and clerks.....                        | 177,065 92     | 836,632 49     | 1,013,718 41    |
| Wages for labor at stations.....                               | 30,246 51      | 815,417 14     | 845,663 65      |
| Station supplies.....  | 75,643 94      | 192,190 69     | 267,834 63      |
| Wages of watchmen, flagmen and switchmen.....                  | 144,052 31     | 694,099 37     | 838,151 68      |
| Other expenses for conducting transportation.....              | 25,556 62      | 855,359 86     | 880,916 48      |
| Total.....   | \$2,075,284 94 | \$8,390,321 65 | \$10,465,606 59 |
| General expenses:  |                |                |                 |
| Salaries of general officers and clerks.....                   | \$140,170 73   | \$356,263 51   | \$496,434 24    |
| General office expenses and supplies.....                      | 21,310 53      | 51,564 97      | 72,875 50       |
| Stationery and printing.....                                   | 55,299 08      | 97,808 88      | 153,107 96      |
| Outside agencies and advertising.....                          | 143,052 88     | 285,400 78     | 428,453 66      |
| Legal expenses.....  | 23,123 13      | 55,221 80      | 78,344 93       |

# NEW YORK, LAKE ERIE AND WESTERN.

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## Analysis of Gross Earnings and Operating Expenses—(Continued).

|   | Passenger      | Freight.        | Total.          |
|---|----------------|-----------------|-----------------|
| Loss and damage of freight and baggage ..                   | \$581 55       | \$86,946 58     | \$87,478 13     |
| Damage to cattle and property and injuries to persons ..... | 55,519 88      | 162,794 54      | 218,314 42      |
| Telegraph maintenance and operation .....                   | 115,888 98     | 807,678 35      | 423,567 28      |
| Mileage of cars of other companies (debit balance) .....    | 46,463 30      | 146,979 62      | 198,432 92      |
| Other general expenses .....                                | 1,596 83       | 3,816 72        | 5,413 55        |
| Total .....   | \$402,946 77   | \$1,554,475 75  | \$2,157,422 52  |
| Grand total operating expenses .....                        | \$4,391,802 21 | \$14,890,814 34 | \$19,282,616 55 |

## General Balance Sheet June 30, 1891.

### ASSETS.

|   |                  |
|---|------------------|
| Cost of road .....  | \$155,243,998 78 |
| Cost of equipment .....   | 6,377,093 66     |
| <i>Other permanent investments, as follows, viz.:</i>                 |                  |
| Stock of other companies .....  | \$3,257,825 49   |
| Bonds of other companies .....  | 340,619 60       |
|   | 3,598,445 09     |
| Construction of branch lines, etc. ....                               | 1,121,387 89     |
| Amounts paid on account of equipment ..                               | 4,181,306 42     |
| Chicago and Atlantic and Chicago and Erie Railway Companies' advances | 1,430,012 70     |
| N. Y., L. E. and W. Coal and R. R. Co. advances                       | 1,024,442 04     |
| Advances to other companies .....                                     | 1,364,302 83     |
| Erie Coal Company, etc. ....  | 1,266,204 82     |
| <i>Current assets, as follows, viz.:</i>                              |                  |
| Cash on hand and in London .....                                      | 468,166 90       |
| Bills receivable .....  | 88,715 63        |
| Due by agents and others on account of traffic                        | 1,964,354 23     |
| Open accounts, other than traffic .....                               | 1,388,159 39     |
| Materials and supplies .....  | 947,162 95       |
|   | \$180,458,732 83 |

### LIABILITIES.

|  |                  |
|--|------------------|
| Capital stock .....                                    | \$85,947,100 00  |
| Funded debt .....                                      | 77,664,886 10    |
| <i>Current liabilities, as follows, viz.:</i>          |                  |
| Interest on funded debt due .....                      | \$117,556 93     |
| Interest on funded debt accrued .....                  | 903,182 46       |
|  | 1,020,739 39     |
| Dividends unpaid .....                                 | 5,394 00         |
| Audited vouchers and pay-rolls .....                   | 1,900,256 29     |
| Open accounts .....                                    | 200,230 78       |
| Loans and bills payable .....                          | 2,990,916 85     |
| Sundries .....   | 14,806 65        |
| Due companies and individuals, account of traffic      | 498,193 63       |
| Rentals of leased lines, etc. ....                     | 620,356 44       |
| Overdue coupons on second consolidated bonds, unfunded | 283 00           |
| Profit and loss (surplus) .....                        | 9,596,566 70     |
|  | \$180,458,732 83 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.      | Local.        | Total.        |
|---|---------------|---------------|---------------|
| Number of passengers carried .....          | 470,853       | 11,207,049    | 11,677,902    |
| Number of passengers carried one mile ....  | 48,991,011    | 226,856,582   | 275,847,593   |
| Number of tons of freight carried .....     | 4,810,048     | 12,529,092    | 17,339,140    |
| Number of tons of freight carried one mile. | 1,245,713,592 | 1,358,109,871 | 2,603,823,463 |
| Passenger train mileage .....               |               |               | 5,285,768     |
| Freight train mileage .....                 |               |               | 10,845,487    |
| Other train mileage .....                   |               |               | 3,587,916     |
| Total train mileage .....                   |               |               | 19,719,141    |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Traffic and Mileage Statistics—(Continued).

| ITEM.  | Earnings.      | Expenses.      | Profit.        |
|--|----------------|----------------|----------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$4,945,851 69 | \$3,429,653 00 | \$1,516,198 69 |
| Average per passenger carried.....   | 42             | 29             | 13             |
| Average per passenger per mile.....  | 0179           | 0124           | 0055           |
| Average per passenger train per mile.....  | 93             | 65             | 28             |
| Freight earnings and expenses (including miscellaneous earnings).....                | 17,353,095 32  | 11,206,764 84  | 6,146,330 48   |
| Average per ton of freight carried.....  | 1 00           | 65             | 35             |
| Average per ton of freight per mile.....   | 00666          | 0043           | 00236          |
| Average per freight train per mile.....  | 1 60           | 1 08           | 57             |

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.        | Through. | Local. | Through<br>and local. |
|--|----------|--------|-----------------------|
|  | Cents.   | Cents. | Cents.                |
| Average rate received per mile for carrying pas-<br>sengers, first class.....      | 1.39     | 1.576  | 1.501                 |
| Average rate received per mile for carrying pas-<br>sengers, second class.....     | 1.546    | 1.408  | 1.511                 |
| Average rate received per mile for carrying pas-<br>sengers, all classes.....      | 1.4361   | 1.573  | 1.546                 |
| Average rate received per mile per ton for carry-<br>ing freight, all classes..... | .635     | .769   | .657                  |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.              |                   | MILES LEASED.             |                   | TOTAL MILES.              |                   |
|--|---------------------------|-------------------|---------------------------|-------------------|---------------------------|-------------------|
|  | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. |
| Main line from Piermont to<br>Dunkirk, single track..... | 404.913                   | 445.636           | .....                     | .....             | 404.913                   | 445.636           |
| Total of branches or other roads                         | 99.543                    | 105.675           | 326.951                   | 543.37            | 426.494                   | 649.045           |
| Total single track.....                                  | 504.456                   | 552.311           | 326.951                   | 543.37            | 831.407                   | 1,096.621         |
| Second track on main line.....                           | 281.893                   | 308.42            | .....                     | .....             | 281.893                   | 308.42            |
| Second track, branches or other<br>roads.....            | 71.75                     | 71.75             | 37.024                    | 135.979           | 108.774                   | 207.729           |
| Total second track.....                                  | 353.643                   | 380.17            | 37.024                    | 135.979           | 390.667                   | 516.149           |
| Sidings and turnouts on main<br>line.....                | 238.294                   | 266.679           | .....                     | .....             | 238.294                   | 266.679           |
| Sidings and turnouts on br'ches<br>or other roads.....   | 19.196                    | 21.383            | 182.338                   | 335.19            | 201.534                   | 356.523           |
| Total sidings and turnouts.                              | 257.49                    | 288.012           | 182.338                   | 335.19            | 439.832                   | 623               |
| Grand total of tracks, sidings<br>and turnouts.....      | 1,115.589                 | 1,220.493         | 546.313                   | 1,014.539         | 1,661.902                 | 2,235             |
| Laid with steel rail, main line..                        | 686.806                   | 755.066           | .....                     | .....             | 686.806                   | .....             |
| Laid with steel rail, branches<br>or other roads.....    | 171.293                   | 174.975           | 363.975                   | 679.349           | 535.268                   | .....             |
| Laid with iron rail, branches or<br>other roads.....     | .....                     | 2.45              | .....                     | .....             | .....                     | .....             |



Average life of rails—steel, 10 to 12 years, iron, 4 to 6 years; average life of ties—7 years; weight of rails per year—steel, maximum, 90 lbs., minimum, 60 lbs.; iron, maximum, 66 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, slag and gravel.

## DETAILS OF BRANCHES OF OTHER ROADS.

| NAME OF BRANCH OR ROAD.  | From                  | To                              | Length in New York State. | Entire length. | Owned or leased. | Miles of double track. | Miles laid with steel rail. |
|--|-----------------------|---------------------------------|---------------------------|----------------|------------------|------------------------|-----------------------------|
| Newark and Hudson branch.  | Newark                | Bergen                          | .....                     | 5.620          | Leased..         | 4.360                  | 9.980                       |
| Paterson, Newark and N. Y. E. R.   | Paterson              | Newark                          | .....                     | 11.326         | Leased..         | .....                  | 11.321                      |
| Buffalo branch   | Hornellsville..       | Attica                          | 60.920                    | 60.920         | Owned..          | 60.920                 | 121.841                     |
| Newburgh branch  | Greycourt             | Newburgh                        | 18.731                    | 18.731         | Owned..          | 6.330                  | 26.061                      |
| Newburgh and New York R.R.   | Newburgh Jun.         | Vail's Gate Jc.                 | 12.642                    | 12.642         | Owned..          | .....                  | 12.642                      |
| Bergen Co. R. R.   | Rutherford J'n        | Ridgewood Jc.                   | .....                     | 9.821          | Leased..         | 9.821                  | 19.642                      |
| Goshen and Deckertown br'ch.   | Goshen                | Pine Island                     | 11.640                    | 11.640         | Leased..         | .....                  | 11.640                      |
| Montgomery and Erie  | Goshen                | Montgomery.                     | 10.430                    | 10.430         | Leased..         | .....                  | 10.430                      |
| Middletown and Crawford b'ch.  | Crawford Junc.        | Pine Bush                       | 10.220                    | 10.220         | Leased..         | .....                  | 10.220                      |
| Weehawken branch   | Jersey City           | D. & H. coal docks              | .....                     | 3.448          | Leased..         | .....                  | 3.448                       |
| Bergen and Dundee R. R.  | Garfield, N. J.       | Dundee, N. J.                   | .....                     | 2.450          | Owned..          | .....                  | .....                       |
| Hawley Railroad  | Lackawaxen            | Hawley                          | .....                     | 15.610         | Leased..         | .....                  | 15.610                      |
| Honesdale Railroad   | Hawley                | Honesdale                       | .....                     | 8.180          | Leased..         | 3.180                  | 11.330                      |
| Jefferson Railroad   | Lanesboro             | Carbondale                      | .....                     | 36.650         | Leased..         | 35.084                 | 71.714                      |
| Edgerton branch  | Glenwood              | Edgert'n Br'k'r                 | .....                     | 2.500          | Owned..          | .....                  | 2.500                       |
| Northern R. R. of New Jersey   | Bergen Junc.          | Nyack                           | 5.819                     | 26.060         | Leased..         | 15.070                 | 41.120                      |
| Buffalo, Bradford & Pittsb'gh  | Carrollton            | Buttsville                      | 8.000                     | 26.170         | Leased..         | .....                  | 26.170                      |
| Susp. Bridge & Erie Junc. R.R.   | East Buffalo          | Susp. Bridge                    | 24.010                    | 24.010         | Leased..         | 5.340                  | 29.350                      |
| Erie International Railway   | Int'nat'l Jc.         | Black Rock                      | 4.800                     | 4.800          | Owned..          | 4.800                  | 9.000                       |
| Lockport and Buffalo R. R.   | Tonawanda             | Lockport                        | 13.760                    | 13.760         | Leased..         | .....                  | 13.760                      |
| Buffalo & Southwestern R. R.   | Buffalo               | Jamestown                       | 66.360                    | 66.360         | Leased..         | .....                  | 66.360                      |
| Buffalo, New York & Erie R.R.  | Painted Post          | Buffalo                         | 140.263                   | 140.263        | Leased..         | 31.326                 | 171.579                     |
| Rochester and Genesee Valley Railroad.   | Avon                  | Rochester                       | .....                     | 18.401         | Leased..         | .....                  | 18.401                      |
| Avon, Genesee and Mt. Morris Railroad  | Avon                  | Mt. Morris                      | .....                     | 17.700         | Leased..         | .....                  | 17.700                      |
| Conesus Lake branch  | Conesus Lake Junction | Lakeville                       | .....                     | 1.610          | Owned..          | .....                  | 1.610                       |
| Long Dock Co.'s R. R., Paterson and Hudson R.R., Paterson and Ramapo R.R., Union R. R. | Jersey City           | Suffern                         | .....                     | 31.243         | Leased..         | 31.243                 | 62.486                      |
| Erie and Black Rock R. R.  | Black Rock            | Int'rat'l Jc.                   | 1.140                     | 1.140          | Owned..          | .....                  | 1.140                       |
| Arlington R. R.  | Arlington Jun.        | Meadow Junc. with N. Y. & G. L. | .....                     | 1.180          | Owned..          | .....                  | 1.180                       |
| Moosic Mt. & Carbondale R.R.   | Winton, Pa.           | Moosic Mt. breaker              | .....                     | 4.210          | Leased..         | .....                  | 4'210                       |
| N. Y., L. E. & W., Canal and Railroad Co.  | Crawford Jun., Pa.    | Johnsonburg                     | .....                     | 31.040         | Leased..         | .....                  | 31.040                      |
| Toby branch  | Brookwayville         | Toby Mines                      | .....                     | 12.000         | Leased..         | .....                  | 12.000                      |
| Brookport & Shawmut R. R.  | Brookport             | Shawmut                         | .....                     | 3.750          | Leased..         | .....                  | 3.750                       |
| Dagus R. R.  | Dagus Cananda         | Dagus Mines                     | .....                     | 5.800          | Leased..         | .....                  | 5.800                       |

| BRIDGES.        | IN NEW YORK STATE. |                    | ENTIRE LINE. |                    |
|-----------------|--------------------|--------------------|--------------|--------------------|
|                 | Number.            | Aggregate length.  | Number.      | Aggregate length.  |
| Iron bridges    | 246                | Feet. In. 21,916 2 | 311          | Feet. In. 28,770 5 |
| Wooden bridges  | 76                 | 7,462 7            | 105          | 8,912 8            |
| Wooden trestles | 118                | 6,863 8            | 152          | 16,471             |
| Total           | 440                | 36,242 5           | 568          | 54,153 8           |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                           | No. owned. | No. leased. | Total number | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-------------|--------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....         | 197        | 49          | 246          | \$8,500               | 194,000                        | 148                             | .....                             |
| Locomotives, 6 drivers .....         | 94         | .....       | 94           | 7,500                 | 191,000                        | 79                              | .....                             |
| Locomotives, 4 drivers .....         | 208        | 31          | 234          | 6,500                 | 140,000                        | 186                             | .....                             |
| Total .....                          | 494        | 80          | 574          | .....                 | .....                          | 413                             | .....                             |
| First-class passenger cars .....     | 216        | 29          | 244          | \$5,000               | .....                          | 244                             | 244                               |
| Second-class passenger cars .....    | 113        | .....       | 113          | 3,000                 | .....                          | 113                             | 113                               |
| Baggage, mail and express cars ..... | 149        | 25          | 174          | 1,500                 | .....                          | 174                             | 174                               |
| Total .....                          | 477        | 54          | 531          | .....                 | .....                          | 531                             | 531                               |
| Box freight cars .....               | 7,353      | 7,499       | 14,852       | \$450                 | .....                          | 1,373                           | 1,373                             |
| Stock freight cars .....             | 148        | 524         | 672          | 425                   | .....                          | .....                           | .....                             |
| Coal freight cars .....              | 3,520      | 8,798       | 12,318       | 450                   | .....                          | .....                           | .....                             |
| Flat freight cars .....              | 1,553      | 596         | 2,149        | 300                   | .....                          | .....                           | .....                             |
| Caboose, 4-wheel cars .....          | 225        | 4           | 229          | 500                   | .....                          | .....                           | .....                             |
| Caboose, 8-wheel cars .....          | 41         | 2           | 43           | 800                   | .....                          | .....                           | .....                             |
| Service cars .....                   | 88         | 2           | 90           | 750                   | .....                          | .....                           | .....                             |
| Total .....                          | 12,928     | 17,425      | 30,353       | .....                 | .....                          | 1,373                           | 1,373                             |

Passenger cars are equipped with Westinghouse brake and Miller coupler; Westinghouse and hand brake and M. C. B. and McKeene couplers on freight cars.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....           | 2,607.75        | 3,391.4      |
| Length of steel rails laid during year in repairs, miles ..... | 193.753         | 203.12       |
| Railroads crossing road at grade .....                         | 31              | 31           |
| Railroads crossing road over or under grade .....              | 21              | 21           |
| Highway crossings at grade without protection .....            | 726             | 726          |
| Highway crossings at grade protected by gates or flagmen ..... | 65              | 117          |
| Highway crossings over or under grade .....                    | 99              | 120          |
| Overhead obstructions less than twenty feet above track .....  | 75              | 75           |

Passenger cars are heated by steam, lighted with gas and 300° oil; movable sash in deck and transom over doors for ventilation.

Wells, Fargo & Co.'s Express runs over this road at forty per cent of earnings.

Sleeping, parlor and hotel cars of the Pullman's Palace Car Company run over this line; passengers are charged the customary rates for berths and sections.

Erie Despatch, Commercial Express and Interstate Despatch run over this road. They are co-operative lines, and the cars are owned and repaired by the various companies forming the respective lines. No preference given.

No contract with the U. S. government for the transportation of mails; service recognized.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                            | Tonnage.  | ..... |
|----------------------------------|-----------|-------|
| Flour .....                      | 533,909   | ..... |
| Grain .....                      | 764,716   | ..... |
| Meats and provisions .....       | 178,268   | ..... |
| Live stock .....                 | 227,023   | ..... |
| Lumber .....                     | 1,264,111 | ..... |
| Pig and bar iron and steel ..... | 343,26    | ..... |
| Iron and other ores .....        | 314,686   | ..... |

# NEW YORK, LAKE ERIE AND WESTERN.

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## Miscellaneous Statistics—(Continued).

| ITEM.   | Tonnage.          | Per cent.  |
|---|-------------------|------------|
| Coal and coke .....   | 10,573,407        | 80.97      |
| Petroleum and other oils.....   | 198,770           | 1.15       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 317,159           | 1.88       |
| All other manufactures .....  | 431,936           | 2.49       |
| All other merchandise .....   | 480,582           | 2.77       |
| All other agricultural products .....   | 385,802           | 2.23       |
| All other articles not included above .....   | 1,325,517         | 7.65       |
| <b>Total</b> .....  | <b>17,339,140</b> | <b>100</b> |

## NUMBER OF ACCIDENTS.

|                    | Injured.   | Killed.    | Total.     |
|--------------------|------------|------------|------------|
| Passengers.....    | 22         | 2          | 24         |
| Employees .....    | 688        | 47         | 735        |
| Others .....       | 100        | 77         | 177        |
| <b>Total</b> ..... | <b>810</b> | <b>126</b> | <b>936</b> |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 16,962  
 Aggregate amount of salaries and wages paid them during year..... \$10,236,556 99

## Officers of the Company.

| Name.                  | Title.                     | Official Address.          |
|------------------------|----------------------------|----------------------------|
| JOHN KING .....        | President.....             | P. O. Box 839, N. Y. city. |
| E. B. THOMAS .....     | First Vice-President.....  | P. O. Box 839, N. Y. city. |
| G. H. VAILLANT .....   | Second Vice-President..... | P. O. Box 839, N. Y. city. |
| A. DONALDSON .....     | Third Vice-President.....  | P. O. Box 839, N. Y. city. |
| A. R. MACDONOUGH ..... | Secretary.....             | P. O. Box 839, N. Y. city. |
| EDWARD WHITE .....     | Treasurer.....             | P. O. Box 839, N. Y. city. |

## Directors of the Company.

| Name.                      | Residence.                     |
|----------------------------|--------------------------------|
| JOSIAH BELDEN .....        | 7 West 51st st., N. Y. city.   |
| HENRY H. COOK .....        | 1 East 78th st., N. Y. city.   |
| WILLIAM N. GILCHRIST ..... | Windsor Hotel, N. Y. city.     |
| JAMES J. GOODWIN .....     | 45 West 34th st., N. Y. city.  |
| MORRIS K. JESUP .....      | 197 Madison ave., N. Y. city.  |
| JOHN KING .....            | 19 East 69th st., N. Y. city.  |
| WILLIAM LIBBEY .....       | Inwood, N. Y.                  |
| JOHN G. McCULLOUGH .....   | 607 Madison ave., N. Y. city.  |
| OGDEN MILLS .....          | 2 East 69th st., N. Y. city.   |
| CORTLANDT PARKER .....     | Newark, N. J.                  |
| GEORGE W. QUINTARD .....   | 43 West 33d st., N. Y. city.   |
| M. F. REYNOLDS .....       | Rochester, N. Y.               |
| WILLIAM L. STRONG .....    | 12 West 57th st., N. Y. city.  |
| EBEN B. THOMAS .....       | 175 West 68th st., N. Y. city. |
| LOWBER WELSH .....         | Philadelphia, Pa.              |
| WILLIAM A. WHEELLOCK ..... | 13 West 48th st., N. Y. city.  |
| WILLIAM WHITEWRIGHT .....  | 16 West 22d st., N. Y. city.   |

of company, New York, Lake Erie and Western Railroad Company.

eral offices at 21 Cortlandt street, New York city.

ts of close of fiscal year, September 30.

ts of stockholders' annual meeting, last Tuesday in November.

information concerning this report, address A. R. Macdonough, Secretary, P. O. 839, New York city.

## NEW YORK AND LONG BEACH.

OWNED AND OPERATED BY LONG ISLAND.

(Date of charter February 3, 1890.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter.....                        | 4,000          | \$400,000        |
| Issued on account of construction, and now outstanding.. | 3,910          | 391,000          |

Number of stockholders ..... 10

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.       | Term, years. | INTEREST.  |               | Amount authorized. | Amount outstanding. |
|----------------------|-------------|--------------|------------|---------------|--------------------|---------------------|
|                      |             |              | Rate.      | When payable. |                    |                     |
| First mortgage.....  | May 1, 1880 | 30           | P. C.<br>6 | May & Nov.    | \$200,000          | \$200,000           |

## Cost of Road.

Total cost of road up to June 30, 1891..... \$591,000 00

## Income Account for Year Ending June 30, 1891.

The railroad has been operated for several years past by the Long Island Railroad Company, the owner of its stock and bonds. The earnings and operating expenses are included in the report of that company. No separate account has been kept.

## General Balance Sheet June 30, 1891.

| ASSETS.            |              |
|--------------------|--------------|
| Cost of road.....  | \$591,000 00 |
| LIABILITIES.       |              |
| Capital stock..... | \$591,000 00 |
| Funded debt.....   | 200,000 00   |

## Officers of the Company.

| Name.                  | Title.         | Official Address.   |
|------------------------|----------------|---------------------|
| J. ROGERS MAXWELL..... | President..... | 192 Broadway, N. Y. |
| EDWARD E. SPRAGUE..... | Secretary..... | 192 Broadway, N. Y. |

## Directors of the Company.

| Name.                  | Residence.      |
|------------------------|-----------------|
| J. ROGERS MAXWELL..... | Brooklyn, N.    |
| HENRY GRAVES.....      | Orange, N. Y.   |
| E. B. HINSDALE.....    | New York cit    |
| JAMES D. CAMPBELL..... | Philadelphia.   |
| EDWARD E. SPRAGUE..... | Flushing, L. I. |
| BRUCE PRICE.....       | New York cit    |
| WM. M. LAFFAN.....     | New York cit    |

Title of company, The New York and Long Beach Railroad Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in March.

For information concerning this report, address J. Rogers Maxwell, President.

## NEW YORK AND MASSACHUSETTS.

(Date of consolidation, April 26, 1887.)

For history of organization, see Report of 1887.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter .....                      | 25,000         | \$2,500,000      |
| Issued on account of construction and now outstanding.. | 1,014          | 1,014,000        |

#### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |               |              | Rate.     | When payable. |                    |                     |                                      |
| First mort. bonds.   | Aug. 14, 1875 | 30           | p.c.<br>7 | Semi-annual   | \$300,000          | \$24,000            | \$24,000                             |

### Cost of Road and Equipment.

| ROAD.                                |  | Total cost up to<br>June 30, 1891. |
|--------------------------------------|--|------------------------------------|
| Grading, masonry and ballast.....    |  | \$567,166 74                       |
| Bridges and trestle.....             |  | 56,808 78                          |
| Superstructure (including ties)..... |  | 462,114 17                         |
| Land and land damages.....           |  | 170,613 43                         |
| Passenger and freight stations ..... |  | 34,382 21                          |
| Shops, machinery and tools .....     |  | 12,043 28                          |
| Engineering expenses .....           |  | 91,964 47                          |
| Total cost of road .....             |  | \$1,394,910 08                     |

#### EQUIPMENT.

|   |                |
|---|----------------|
| Locomotives .....                       | \$36,070 25    |
| Passenger cars .....                    | 14,730 19      |
| Freight, baggage and express cars ..... | 3,500 00       |
| Light and other cars.....               | 23,806 12      |
| Total cost of equipment .....           | \$78,106 56    |
| Total cost of road and equipment.....   | \$1,473,016 64 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

|   |            |             |
|---|------------|-------------|
| Gross earnings from operation .....                 |            | \$41,627 75 |
| Less operating expenses (excluding all taxes) ..... |            | 52,989 95   |
| Gross loss from operation .....                     |            | \$11,362 20 |
| <i>Income from other sources, as follows, viz.:</i> |            |             |
| Rental of buildings .....                           | \$130 00   |             |
| Old rail, etc. ....                                 | 794 12     |             |
| Buildings .....                                     | 1,633 50   |             |
|   |            | 2,547 62    |
| Net loss from all sources .....                     |            | \$8,815 58  |
| <i>Deductions from income, as follows, viz.:</i>    |            |             |
| Rentals .....                                       | \$6,000 00 |             |
| Taxes on property used in operation of road .....   | 2,455 81   |             |
| Taxes on earnings and capital stock .....           | 242 92     |             |
| Insurance .....                                     | 461 12     |             |
|   |            | 9,159 85    |
| Deficit for year ending June 30, 1891 .....         |            | \$17,965 43 |

## DETAILED STATEMENT OF RENTALS.

|  |            |
|--|------------|
| This company pays per annum to the Newburgh, Dutchess and Connecticut R. R. Co. for use of its track between Stissing and Pine Plains..... | \$6,000 00 |
|--|------------|

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.  | Freight.    | Total.      |
|---|-------------|-------------|-------------|
| Freight, local.....                     |             | \$19,134 54 | \$19,134 54 |
| Passengers, local .....                 | \$20,000 57 |             | 20,000 57   |
| Mail .....                              | 1,663 36    |             | 1,663 36    |
| Express .....                           | 591 56      |             | 591 56      |
| <i>Miscellaneous, as follows, viz.:</i> |             |             |             |
| Mileage .....                           |             | 129 12      | 129 12      |
| Telegraph .....                         | 65 17       | 43 44       | 108 61      |
| Total gross earnings .....              | \$22,320 66 | \$19,307 10 | \$41,627 76 |

## OPERATING EXPENSES.

|   |             |             |             |
|---|-------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                       |             |             |             |
| Repairs of track and roadbed .....                              | \$8,501 52  | \$3,643 51  | \$12,145 03 |
| Repairs of bridges (including culverts and cattle-guards) ..... | 1,181 19    | 506 23      | 1,687 43    |
| Repairs of stations, shops, docks, etc. ....                    | 682 64      | 292 56      | 975 20      |
| Repairs of fences .....   | 595 00      | 255 00      | 850 00      |
| Total .....   | \$10,960 35 | \$4,697 30  | \$15,657 65 |
| <i>Maintenance of equipment:</i>                                |             |             |             |
| Repairs of locomotives .....                                    | \$1,500 00  | \$800 80    | \$2,300 80  |
| Repairs of cars .....   | 552 27      | 991 53      | 1,543 80    |
| Repairs of machinery and tools .....                            | 301 14      | 129 06      | 430 20      |
| Total .....   | \$2,353 41  | \$1,921 39  | \$4,274 80  |
| <i>Conducting transportation:</i>                               |             |             |             |
| Wages of conductors and men .....                               | \$1,531 14  | \$1,868 16  | \$3,399 30  |
| Wages of engineers and firemen .....                            | 2,165 93    | 2,010 36    | 4,176 29    |
| Fuel for locomotives .....                                      | 4,396 90    | 2,800 00    | 7,196 90    |
| Oil and waste .....   | 338 95      | 145 26      | 484 21      |
| Water supply .....  | 622 43      | 266 75      | 889 18      |
| Other train supplies or expenses .....                          | 150 00      | 100 00      | 250 00      |
| Wages of station agents and clerks .....                        | 3,171 94    | 2,452 06    | 5,624 00    |
| Station supplies .....  | 227 15      | 122 85      | 350 00      |
| Wages of watchmen, flagmen and switchmen .....                  | 1,695 75    | 929 25      | 2,625 00    |
| Total .....   | \$14,800 19 | \$10,694 69 | \$25,494 88 |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger.         | Freight.           | Total.             |
|---|--------------------|--------------------|--------------------|
| <i>General expenses:</i>                      |                    |                    |                    |
| Salaries of general officers and clerks ..... | \$4,212 00         | \$2,268 00         | \$6,480 00         |
| General office expenses and supplies .....    | 620 68             | 334 21             | 954 89             |
| Stationery and printing .....                 | 266 77             | 864 58             | 611 35             |
| Damage to cattle and property .....           | 8 89               | 8 50               | 7 39               |
| <b>Total</b> .....                            | <b>\$5,098 34</b>  | <b>\$2,960 29</b>  | <b>\$8,058 63</b>  |
| <b>Grand total operating expenses</b> .....   | <b>\$32,707 29</b> | <b>\$20,278 67</b> | <b>\$52,986 96</b> |

## General Balance Sheet June 30, 1891.

|   |  |                       |
|---|--|-----------------------|
| <b>ASSETS.</b>                                |  |                       |
| Cost of road .....                            |  | \$1,394,910 08        |
| Cost of equipment .....                       |  | 78,106 56             |
| <i>Current assets, as follows, viz.:</i>      |  |                       |
| Cash on hand .....                            |  | 1,477 40              |
| Due by agents .....                           |  | 1,486 76              |
| Open accounts .....                           |  | 26,676 74             |
| Materials and supplies .....                  |  | 156,393 73            |
|   |  | <b>\$1,659,001 27</b> |
| <b>LIABILITIES.</b>                           |  |                       |
| Capital stock .....                           |  | \$1,014,000 00        |
| Funded debt .....                             |  | 24,000 00             |
| <i>Current liabilities, as follows, viz.:</i> |  |                       |
| Interest on funded debt due and accrued ..... |  | 26,740 00             |
| Audited vouchers and pay-rolls .....          |  | 10,700 00             |
| Loans and bills payable .....                 |  | 457,271 82            |
| Profit and loss (surplus) .....               |  | 126,289 96            |
|   |  | <b>\$1,659,001 27</b> |

## Traffic and Mileage Statistics.

|  |              |                   |
|--|--------------|-------------------|
|  | <b>ITEM.</b> | <b>All local.</b> |
| Number of passengers carried .....               |              | 72,928            |
| Number of passengers carried one mile .....      |              | 919,007           |
| Number of tons of freight carried .....          |              | 34,912            |
| Number of tons of freight carried one mile ..... |              | 327,781           |
| Passenger train mileage .....                    |              | 62,064            |
| Freight train mileage .....                      |              | 21,834            |
| All other train mileage .....                    |              | 4,432             |
| <b>Total train mileage</b> ....                  |              | <b>88,320</b>     |

| ITEM.  | Earnings.   | Expenses.   | Loss.       |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$22,320 66 | \$32,707 29 | \$10,386 63 |
| Average per passenger carried .....  | 306         | 448         | 142         |
| Average per passenger per mile .....   | 024         | 035         | 011         |
| Average per passenger train per mile .....   | 359         | 527         | 168         |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 19,307 10   | 20,273 67   | 966 57      |
| Average per ton of freight carried .....   | 553         | 577         | 24          |
| Average per ton of freight per mile .....  | 058         | 062         | 004         |
| Average per freight train per mile .....   | 884         | 928         | 44          |

|  |              |                   |
|--|--------------|-------------------|
|  | <b>ITEM.</b> | <b>All local.</b> |
| Computed on earnings from carrying passengers and freight only.                |              | Cents.            |
| Average rate received per mile for carrying passengers, all classes .....      |              | 2.2               |
| Average rate received per mile per ton for carrying freight, all classes ..... |              | 5.8               |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                |
|--|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. |
| Main line authorized from Hudson river, N. Y., to Chicopee, Mass. .... | 43                     | 110            |
| Main line laid and operated, single track .....                        | 34.99                  | 34.99          |
| Sidings and turnouts on main line .....                                | 2.35                   | 2.35           |
| Grand total of tracks, sidings and turnouts .....                      | 37.34                  | 37.34          |
| Laid with steel rail, main line .....                                  | 6                      |                |
| Laid with iron rail, main line .....                                   | 29                     |                |

Average life of ties, 8 years; weight of rails per yard—steel, maximum, 67 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8 inches; ballasted with gravel.

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE. |                   |
|-----------------------|--------------------------------|-------------------|
|                       | Number.                        | Aggregate length. |
| Iron bridges .....    | 1                              | Feet 30           |
| Wooden bridges .....  | 6                              | 330               |
| Wooden trestles ..... | 3                              | 2,000             |
| Total .....           | 10                             | 2,360             |

| EQUIPMENT.                        | No. owned |
|-----------------------------------|-----------|
| Locomotives, 6 drivers .....      | 1         |
| Locomotives, 4 drivers .....      | 4         |
| Total .....                       | 5         |
| First-class passenger cars .....  | 4         |
| Second-class passenger cars ..... | 1         |
| Baggage, mail and express .....   | 2         |
| Total .....                       | 7         |
| Box freight cars .....            | 22        |
| Stock freight cars .....          | 2         |
| Coal freight cars .....           | 25        |
| Flat freight cars .....           | 4         |
| Caboose, 8-wheel cars .....       | 1         |
| Service cars .....                | 2         |
| Total .....                       | 39        |

Passenger cars are equipped with Westinghouse automatic brake; ordinary hand brake on freight cars.

## Miscellaneous Statistics.

| ITEM.   | Entire N. Y. State. | in N. Y. State. |
|---|---------------------|-----------------|
| Highway crossings at grade without protection .....           | 10                  | 10              |
| Highway crossings over or under grade .....                   | 3                   | 3               |
| Overhead obstructions less than twenty feet above track ..... | 3                   | 3               |

Passenger cars are heated by stoves and lighted with oil.  
 American Express Company runs over this line and pays one and one-half fl. rates for carrying express matter.  
 Contract with the United States Government for transportation of mails at one mile per annum.



## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.      |
|--|---------------|
| Flour.....                                 | 688           |
| Grain.....                                 | 5,105         |
| Meats and provisions.....                  | 1,993         |
| Live stock.....                            | 481           |
| Lumber.....                                | 1,355         |
| Pig and bar iron and steel.....            | 140           |
| Iron or other ores.....                    | 4,394         |
| Coal and coke.....                         | 13,704        |
| Petroleum and other oils.....              | 100           |
| Manufactures.....                          | 252           |
| All other merchandise.....                 | 25            |
| All other agricultural products.....       | 5,000         |
| All other articles not included above..... | 1,675         |
| <b>Total.....</b>                          | <b>34,912</b> |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 70

## Officers of the Company.

| Name                    | Title.                       | Official Address.   |
|-------------------------|------------------------------|---------------------|
| GEO. P. PELTON.....     | President.....               | Poughkeepsie, N. Y. |
| HY. D. CONE.....        | First Vice-President.....    | Housatonic, Mass.   |
| G. CLINTON GARDNER..... | Second Vice-President.....   | Poughkeepsie, N. Y. |
| EDWARD ELLSWORTH.....   | Secretary and Treasurer..... | Poughkeepsie, N. Y. |
| J. A. PERKINS.....      | General Superintendent.....  | Poughkeepsie, N. Y. |
| E. L. VANDERBURGH.....  | General Ticket Agent.....    | Poughkeepsie, N. Y. |

## Directors of the Company.

| Name.                   | Residence.          |
|-------------------------|---------------------|
| GEORGE P. PELTON.....   | Poughkeepsie, N. Y. |
| HY. D. CONE.....        | Housatonic, Mass.   |
| G. CLINTON GARDNER..... | Poughkeepsie, N. Y. |
| EDWARD ELLSWORTH.....   | Poughkeepsie, N. Y. |
| O. H. BOOTH.....        | Poughkeepsie, N. Y. |
| W. A. MILES.....        | Poughkeepsie, N. Y. |
| J. A. PERKINS.....      | Poughkeepsie, N. Y. |
| S. N. ALDRICH.....      | Boston, Mass.       |
| P. W. GALLAUDET.....    | New York city.      |

Title of company, New York and Massachusetts Railway.

General offices at Poughkeepsie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in July.

For information concerning this report, address J. A. Perkins, General Superintendent.

## NEW YORK AND NEW ENGLAND.

(Date of charter, May, 1873.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter..                                 | 200,000        | \$20,000,000     | 50,000         | \$5,000,000      | .....                                |
| Issued for actual cash.....                                    | .....          | .....            | 27,000         | \$2,700,000      | \$2,857,604 77                       |
| Issued for reorganization.....                                 | 197,770        | \$19,777,000     | .....          | .....            | .....                                |
| Being all bonds, convertible.....                              | .....          | *223,000         | .....          | .....            | .....                                |
| Total now outstanding....                                      | 197,700        | \$20,000,000     | 27,000         | \$2,700,000      | \$2,857,604 76                       |
| Grand total of common and preferred stock now outstanding..... |                |                  |                |                  | \$22,700,000 00                      |

changeable for 2,230 shares common stock, unissued, on presentation.

## REPORT OF THE RAILROAD COMMISSIONERS.

## FUNDED DEBT.

| DESIGNATION OF LIEN.                     | Date.          | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|--|----------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|  |                |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage .....                     | Jan. 1, 1876   | 29           | P. C.     | Jan. & July   | \$6,000,000        | \$6,000,000         | \$5,367,117 34                       |
| First mortgage .....                     | Jan. 1, 1876   | 29           | 7         | Jan. & July   | 4,000,000          | 4,000,000           | 4,141,979 26                         |
| Second mortgage .....                    | June 22, 1882  | 20           | 6         | Feb. & Aug.   | 4,002,000          | 4,002,000           | 3,879,993 91                         |
| Second mortgage .....                    | June 22, 1882  | 20           | *5        | Feb. & Aug.   | 998,000            | 998,000             | 998,000 00                           |
| Boston Terminal, first mortgage .....    | April 1, 1889  | 50           | 4         | April & Oct.  | 1,500,000          | 1,386,000           | 1,316,700 00                         |
| Mortgage notes:                          |                |              |           |               |                    |                     |                                      |
| Cartis wharf .....                       | Feb. 10, 1887  | 1            | 4½        | Feb. & Aug.   | 60,000             | 60,000              |                                      |
| Cartis wharf .....                       | Oct. 1, 1888   | 5            | 5         | April & Oct.  | 80,000             | 80,000              |                                      |
| Contract liabilities:                    |                |              |           |               |                    |                     |                                      |
| Piper wharf .....                        | Dec. 1, 1887   | 5¼           | 5½        | Monthly ....  | 200,000            | 200,000             |                                      |
| Equipment purchased of M. & W. R. R. Co. | Sept. 30, 1887 | 5            | 6         | May & Nov.    | 22,625             | 22,625              |                                      |
| One thousand freight cars .....          | Aug. 1, 1890   | 1 to 7       | +         | Monthly ....  | 460,910            | 460,910             |                                      |
| Total .....                              |                |              |           |               | \$17,323,535       | \$17,299,535        | \$15,703,791 45                      |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....                             | \$9,731 57   |   |
| Bridges .....  | 45,913 96  |   |
| Superstructure (including ties) and rails .....                | 37,667 94  |   |
| Land and land damages .....                                    | 9,390 53   |   |
| Fences .....   | 18 44  |   |
| Passenger and freight stations .....                           | 92,043 07  |   |
| Shops, machinery and tools .....                               | 2,271 01   |   |
| Fuel and water stations .....                                  | 1,409 05   |   |
| Engineering expenses .....                                     | 8,634 99   |   |
| Underlying liens .....   | \$3,150 01   |   |
| Total cost of road up to June 30, 1890, as reported .....      |  | \$34,303,974 99                                       |
| Total cost of road .....                                       | \$203,930 55   | \$34,507,905 54                                       |
| EQUIPMENT.   |  |   |
| Locomotives .....  | \$184,227 59   |   |
| Passenger cars .....   | 55,765 66  |   |
| Mail, baggage and express cars .....                           | 6,387 66   |   |
| Freight and other cars .....                                   | 540,102 53   |   |
| Barges, floats and tugs .....                                  | 23,201 63  |   |
| Total cost of equipment up to June 30, 1890, as reported ..... |  | \$4,440,602 25  |
| Total cost of equipment .....                                  | \$309,634 87   | \$5,250,237 12  |
| Grand total cost of road and equipment .....                   | \$1,013,565 42   | \$39,757,242 66                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |
|---|------------|
| Right of way and depot grounds .....                      | \$9,390 53 |
| New freight and passenger stations and improvements ..... | 46,005 65  |
| New sidings .....   | 19,925 86  |
| Extension of double track .....                           | 3,400 00   |
| Change of line, Brewster's .....                          | 3          |
| Connection with Woonsocket and Pascoag Railroad .....     | 0          |
| Improvements at Providence .....                          | 0          |
| Improvements at Springfield .....                         | 13,8       |
| Connection with Pintsch gas works .....                   | 0          |
| Survey of new lines .....                                 | 8,6        |
| New track scales .....                                    | 7          |
| New safety gates .....                                    | 1          |
| New fences .....  |            |

\* Six per cent from February 1, 1892.

† Various rates. Mileage of cars not less than six per cent per annum.

‡ Issued for property acquired.

§ Credit.

# NEW YORK AND NEW ENGLAND.

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|   |            |                       |
|---|------------|-----------------------|
| Addition to shops and shop machinery .....  | \$2,271 01 |                       |
| New signals.....  | 225 61     |                       |
| New bridges.....  | 6,162 43   |                       |
| Removal of grade crossings.....   | 9,189 53   |                       |
| New guard rails for bridges.....  | 753 62     |                       |
| Improvements to fuel and water stations.....  | 1,409 05   |                       |
| New cross-overs.....  | 1,006 47   |                       |
| New transfer bridge, Fishkill.....  | 28,810 37  |                       |
| Increased weight of steel rails.....  | 10,950 03  |                       |
| Improvement of Dedham branch.....   | 680 38     |                       |
| Filling Fishkill and Hop Brook trestle improvement.....   | 4,480 05   |                       |
| New freight crane and drive-way, First street, South Boston.....  | 6,040 67   |                       |
| Underlying liens bought.....  | \$6,330 00 |                       |
| Less credit account of money deposited with United States Court and previously charged to underlying liens..... | 9,480 01   |                       |
| Miscellaneous improvements.....   |            | \$3,150 01            |
| Sixteen new locomotives and improvements.....   |            | 27,854 05             |
| Three new passenger cars and improvements.....  |            | 184,227 59            |
| Two new baggage cars.....   |            | 21,060 30             |
| One new milk car.....   |            | 3,388 29              |
| One new dining car.....   |            | 2,952 27              |
| Three new parlor cars.....  |            | 9,677 10              |
| Six hundred and fifty new box cars and improvements.....  |            | 25,028 16             |
| Four hundred new coal cars.....   |            | 877,490 64            |
| Two new caboose cars.....   |            | 158,419 92            |
| Three new snow plows.....   |            | 500 00                |
| One new transfer float.....   |            | 3,691 97              |
|   |            | 28,201 63             |
|   |            | <u>\$1,013,566 42</u> |

## Income Account for Year Ending June 30, 1891.

|  |                |              |
|--|----------------|--------------|
| Gross earnings from operation .....  | \$6,149,246 40 |              |
| Less operating expenses (excluding all taxes) .....  | 4,139,604 59   |              |
| Net earnings from operation .....  | \$2,015,741 81 |              |
| Income from other sources, as follows, viz.:   |                |              |
| Boston harbor transfer .....   | 6,886 18       |              |
| Gross income from all sources .....  | \$2,022,127 99 |              |
| Deductions from income, as follows, viz.:  |                |              |
| Interest on funded debt due and accrued.....   | \$1,066,661 46 |              |
| Interest and discount on interest-bearing current liabilities.....                               | 21,581 94      |              |
| Rentals.....   | 429,929 73     |              |
| Taxes on property used in operation of road, on earnings, capital stock and all other taxes..... | 262,800 00     |              |
| Insurance.....   | 18,600 00      |              |
|  |                | 1,799,573 13 |
| Net income from all sources .....  | \$222,554 86   |              |
| Payments from net income, as follows, viz.:  |                |              |
| Dividends declared, 7 per cent on \$2,700,000 preferred stock .....                              | 189,000 00     |              |
| Surplus for year ending June 30, 1891.....   | \$33,554 86    |              |

## General Income Account.

|   |              |            |
|---|--------------|------------|
| Surplus for year ending June 30, 1891.....  | \$33,554 86  |            |
| Deficit up to June 30, 1890.....  | \$436,612 71 |            |
| Add worthless balances written off, consisting principally of old, uncollectible demurrage charges..... | 14,715 69    |            |
|   |              | 451,328 40 |
| Total deficit June 30, 1891 .....   | \$417,773 54 |            |

## DETAILED STATEMENT OF RENTALS.

|   |              |  |
|---|--------------|--|
| Norwich and Worcester railroad.....               | \$254,381 69 |  |
| Providence and Springfield railroad .....         | 19,332 55    |  |
| Woonsocket and Pascoag railroad .....             | 5,000 00     |  |
| Rhode Island and Massachusetts railroad.....      | 20,000 00    |  |
| Boston and Albany railroad.....                   | 5,000 00     |  |
| Rockville railroad.....                           | 4,563 76     |  |
| Milford, Franklin and Providence railroad .....   | 5,446 24     |  |
| Newburgh, Dutchess and Connecticut railroad ..... | 68,006 22    |  |
| New London Northern railroad .....                | 40,029 98    |  |
| Milford and Woonsocket railroad.....              | 8,169 29     |  |
| T amount of rentals deducted from income.....     | \$429,929 73 |  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.     | Freight.       | Total.         |
|----------------------------------|----------------|----------------|----------------|
| Freight, through.....            | \$2,525,576 06 |                |                |
| Freight, local.....              | 1,140,969 48   |                |                |
|                                  |                | \$3,666,545 49 | \$3,666,545 49 |
| Passengers, through.....         | \$554,916 58   |                |                |
| Passengers, local.....           | 1,541,242 50   |                |                |
|                                  | \$2,096,159 08 |                | 2,096,159 08   |
| Mail.....                        | 59,645 29      |                | 59,645 29      |
| Express.....                     | 129,067 90     |                | 129,067 90     |
| Miscellaneous, as follows, viz.: |                |                |                |
| Rents.....                       | \$49,647 80    |                |                |
| Wharves and docks.....           | 51,320 95      |                |                |
| Switching, storage, etc.....     | 64,228 43      |                |                |
| Miscellaneous.....               | 32,631 96      |                |                |
|                                  | 46,418 61      | 151,410 03     | 197,828 64     |
| Total gross earnings.....        | \$2,331,290 88 | \$3,817,955 52 | \$6,149,246 40 |

## OPERATING EXPENSES.

|  |                |                |                |
|--|----------------|----------------|----------------|
| <i>Maintenance of way and structures:</i>                      |                |                |                |
| Repairs of track.....  | \$165,831 15   | \$178,817 52   | \$344,648 67   |
| Repairs of roadbed.....  | 2,300 02       | 2,480 13       | 4,780 15       |
| Repairs of bridges (including culverts and cattle-guards)..... | 26,734 16      | 28,827 73      | 55,561 89      |
| Repairs of stations, shops, docks, etc.....                    | 25,199 16      | 34,620 46      | 59,819 62      |
| Repairs of fences.....   | 9,199 38       | 9,919 80       | 19,119 18      |
| Other expenses for maintenance of way and structures.....      | 40,679 82      | 43,865 49      | 84,545 31      |
| Total.....   | \$269,943 69   | \$298,531 13   | \$568,474 82   |
| <i>Maintenance of equipment:</i>                               |                |                |                |
| Repairs of locomotives.....                                    | \$67,176 63    | \$142,633 83   | \$209,810 46   |
| Repairs of cars.....   | 69,082 49      | 161,296 45     | 230,378 94     |
| Repairs of machinery and tools.....                            | 12,190 57      | 13,145 23      | 25,335 80      |
| Other expenses for maintenance of equipment.....               | 62,648 81      | 71,154 51      | 133,803 32     |
| Total.....   | \$211,098 50   | \$388,230 02   | \$599,328 52   |
| <i>Conducting transportation:</i>                              |                |                |                |
| Wages of conductors and men.....                               | \$132,454 44   | \$285,799 03   | \$418,253 47   |
| Wages of engineers and firemen.....                            | 123,791 99     | 246,147 90     | 369,939 89     |
| Fuel for locomotives.....                                      | 209,593 52     | 433,666 31     | 643,260 83     |
| Oil and waste.....   | 9,470 99       | 15,719 87      | 25,190 86      |
| Water supply.....  | 14,783 07      | 15,940 74      | 30,723 81      |
| Other train supplies or expenses.....                          | 62,745 60      | 44,369 96      | 107,115 56     |
| Wages of station agents and clerks.....                        | 57,039 24      | 161,736 61     | 218,775 85     |
| Wages for labor at stations.....                               | 31,086 66      | 217,989 79     | 249,076 45     |
| Station supplies.....  | 23,181 98      | 27,784 74      | 50,966 72      |
| Wages of watchmen, flagmen and switchmen.....                  | 35,820 23      | 167,880 21     | 203,700 44     |
| Other expenses for conducting transportation.....              | 108,393 83     | 181,727 40     | 290,121 23     |
| Total.....   | \$808,300 95   | \$1,798,762 56 | \$2,607,063 51 |
| <i>General expenses:</i>                                       |                |                |                |
| Salaries of general officers and clerks.....                   | \$36,418 54    | \$39,270 50    | \$75,689 04    |
| General office expenses and supplies.....                      | 4,432 91       | 4,800 98       | 9,233 89       |
| Stationery and printing.....                                   | 1,514 82       | 1,633 44       | 3,148 26       |
| Outside agencies and advertising.....                          | 3,319 44       | 20,417 58      | 23,737 02      |
| Legal expenses.....  | 19,940 58      | 21,502 15      | 41,442 73      |
| Loss and damage of freight and baggage.....                    | 195 82         | 12,161 47      | 12,357 29      |
| Damage to cattle and property.....                             | 3,457 77       | 4,441 36       | 7,899 13       |
| Injuries to persons.....                                       | 18,559 10      | 10,770 80      | 29,329 90      |
| Telegraph maintenance and operation.....                       | 24,051 14      | 38,775 23      | 62,826 37      |
| Mileage of cars of other companies (debit balance).....        | 8,602 82       | 64,789 85      | 73,392 67      |
| Other general expenses.....                                    | 9,407 66       | 10,144 38      | 19,552 04      |
| Total.....   | \$129,930 00   | \$228,707 74   | \$358,637 74   |
| Grand total operating expenses.....                            | \$1,419,278 14 | \$2,027,469 30 | \$3,446,747 44 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                        |
|--|------------------------|
| Cost of road.....  | \$34,507,006 54        |
| Cost of equipment.....   | 5,250,237 12           |
| <i>Other permanent investments, as follows, viz.:</i>                                    |                        |
| Stock of other companies.....  | 99,900 00              |
| <i>Current assets, as follows, viz.:</i>   |                        |
| Cash on hand.....  | \$91,331 38            |
| Due by agents.....   | 450,765 94             |
| Open accounts.....   | 477,449 07             |
| Materials and supplies.....  | 530,275 81             |
|  | 1,549,822 20           |
| Debit balances, being taxes and expenditures undistributed and unad-justed accounts..... | 137,515 82             |
| Profit and loss (deficiency).....  | 417,773 84             |
|  | <u>\$41,962,254 22</u> |

## LIABILITIES.

|   |                        |
|---|------------------------|
| Capital stock.....  | \$22,700,000 00        |
| Funded debt.....  | 17,209,535 00          |
| Supplies transferred from Norwich and Worcester railroad..... | 61,422 99              |
| <i>Current liabilities, as follows, viz.:</i>                 |                        |
| Interest on funded debt due and accrued.....                  | \$472,417 22           |
| Audited vouchers and pay-rolls.....                           | 553,039 01             |
| Open accounts.....  | 298,089 33             |
| Loans and bills payable.....                                  | 687,780 67             |
|   | 1,991,296 23           |
|   | <u>\$41,962,254 22</u> |

## Traffic and Mileage Statistics.

| ITEM.  | Through.    | Local.     | Total.           |
|--|-------------|------------|------------------|
| Number of passengers carried.....            | 753,667     | 7,468,738  | 8,212,400        |
| Number of passengers carried one mile....    | 26,527,207  | 78,563,584 | 105,090,791      |
| Number of tons of freight carried.....       | 2,303,667   | 996,209    | 3,299,876        |
| Number of tons of freight carried one mile.. | 277,130,308 | 44,418 372 | 321,548,680      |
| Passenger train mileage.....                 | .....       | .....      | 2,114,550        |
| Freight train mileage.....                   | .....       | .....      | 2,280,136        |
| All other train mileage.....                 | .....       | .....      | 1,170,787        |
| Total train mileage.....                     | .....       | .....      | <u>5,565,473</u> |

| ITEM.   | Earnings.      | Expenses.      | Profit.      |
|---|----------------|----------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$2,331,290 88 | \$1,419,273 14 | \$912,017 74 |
| Average per passenger carried.....  | 2839           | 1728           | 1111         |
| Average per passenger per mile.....   | 02219          | 01351          | 00868        |
| Average per passenger train per mile.....   | 1 102          | 671            | 431          |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 3,817,955 52   | 2,714,231 45   | 1,103,724 07 |
| Average per ton of freight carried.....   | 1 157          | 823            | 334          |
| Average per ton of freight per mile.....  | 01187          | 00844          | 00343        |
| Average per freight train per mile.....   | 1 674          | 1 19           | 484          |

| ITEM.  | Through.     | Local.       | Through and local. |
|--|--------------|--------------|--------------------|
| Con-uted on earnings from carrying pas-sengers and freight only.         |              |              |                    |
| Ave-ge rate received per mile for carrying passengers, all classes.....  | Cents. 2.092 | Cents. 1.962 | Cents. 1.995       |
| Ave-ge rate received per mile per ton for ring freight, all classes..... | .911         | 2.569        | 1.14               |



## Description of Road and Equipment.

| TRACK.   | MILES OWNED.           |                |  | TOTAL MILES.           |                |
|--|------------------------|----------------|--|------------------------|----------------|
|  | Length in N. Y. State. | Entire length. | Miles leased, on-tires length outside N. Y. State. | Length in N. Y. State. | Entire length. |
| Main line, from Boston to Hopewell Junction, single track..... | 214.98                 | 30.47          | 216.69   | 30.47                  | 216.69         |
| And from Wicopee to Fishkill-on-Hudson, single track.....      | 1.71                   | .....          | .....  | *                      | .....          |
| Branches or other roads, single track.....                     | .....                  | 143.24         | 136.41   | .....                  | 279.65         |
| Total single track.....  | 30.47                  | 359.93         | 136.41   | 30.47                  | 496.34         |
| Second track on main line.....                                 | .....                  | 109.22         | .....  | .....                  | 109.22         |
| Sidings and turnouts on main line.....                         | 15.80                  | 114.60         | .....  | 15.80                  | 114.60         |
| Sidings and turnouts on branches or other roads.....           | .....                  | 34.22          | 34.47  | .....                  | 68.69          |
| Total sidings and turnouts.....                                | 15.80                  | 148.82         | 34.47  | 15.80                  | 183.29         |
| Grand total of tracks, sidings and turnouts.....               | 46.27                  | 617.97         | 170.88   | 46.27                  | 788.86         |
| Laid with steel rail, main line.....                           | 30.47                  | 216.69         | .....  | 30.47                  | 216.69         |
| Laid with steel rail, branches or other roads.....             | .....                  | 134.79         | 191.38   | .....                  | 266.17         |
| Laid with iron rail, branches or other roads.....              | .....                  | 8.45           | 5.03   | .....                  | 13.48          |

Average life of rails—steel, 19 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 75 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD           | From                         | To                              | Length in New York State. | Entire length outside N. Y. State. | Owned or leased. | Miles laid with steel rails. | Miles laid with iron rails. |
|----------------------------------|------------------------------|---------------------------------|---------------------------|------------------------------------|------------------|------------------------------|-----------------------------|
| Central Division.....            | Providence, R. I.            | Williamsville, Ct.              | .....                     | 58.32                              | Owned            | 58.32                        | .....                       |
| Southbridge branch.....          | Cook street, New-town, Mass. | Woonsocket, R. I.               | .....                     | 28.67                              | Owned            | 28.67                        | .....                       |
| Dedham branch.....               | R. Thompson, Ct.             | Southbridge, Mas.               | .....                     | 17.36                              | Owned            | 17.36                        | .....                       |
| Dorrence Street branch.....      | Dedham, Mass.                | Dedham, Mass.                   | .....                     | 2.90                               | Owned            | 1.67                         | 1.23                        |
| Hartford Freight branch.....     | Providence, R. I.            | Dorrence St. Whf.               | .....                     | .62                                | Owned            | .62                          | .....                       |
| Springfield branch.....          | Hartford, Ct.                | Morgan street                   | .....                     | .67                                | Owned            | .67                          | .....                       |
| Melrose branch.....              | East Hartford, Ct.           | Jc. B. & A. R. R., Springfield. | .....                     | 27.48                              | Owned            | 27.48                        | .....                       |
| Rhode Island & Mass. branch..... | West St., Rockville, Ct.     | West St., Rockville, Ct.        | .....                     | 7.22                               | Owned            | .....                        | 7.22                        |
| Norwich and Worcester Div.       | Franklin, Mass.              | Valley Falls, R. I.             | .....                     | 13.60                              | Leased           | 13.60                        | .....                       |
| Rockville branch.....            | Albany, N. Y.                | Worcester, Mass.                | .....                     | 66.16                              | Leased           | 61.13                        | 5.03                        |
| Boston and Albany Railroad.      | Yonkers, N. Y.               | Rockville, Ct.                  | .....                     | 4.43                               | Leased           | 4.43                         | .....                       |
| Milford branch.....              | Depot, Springfield           | Depot, Springfield              | .....                     | 1.41                               | Leased           | 1.41                         | .....                       |
| Providence & Springfield R.R.    | Franklin, Mass.              | Ashtland, Mass.                 | .....                     | 19.97                              | Leased           | 19.97                        | .....                       |
| Woonsocket & Pascoag R.R.        | Providence, R. I.            | Pascoag, R. I.                  | .....                     | 21.34                              | Leased           | 21.34                        | .....                       |
| Woonsocket & Pascoag R.R.        | Woonsocket, R. I.            | Harrisville, R. I.              | .....                     | 9.50                               | Leased           | 9.50                         | .....                       |
| Total owned.....                 | .....                        | .....                           | .....                     | 143.24                             | .....            | 134.79                       | 8.45                        |
| Total leased.....                | .....                        | .....                           | .....                     | 136.41                             | .....            | 131.38                       | 5.03                        |
| Total owned and leased.....      | .....                        | .....                           | .....                     | 279.65                             | .....            | 266.17                       | 13.48                       |

|   |                         |                     |       |       |   |       |       |
|---|-------------------------|---------------------|-------|-------|---|-------|-------|
| Newburgh, Hartford & Dan-<br>vers Railroad..... | H. (H. & D. R. R.)      | Windsor, June       | 10.95 | ..... | * | 10.95 | ..... |
| N. Y., Port & Hudson Railroad.....              | Jc. N. Y. & N. E. R. R. | Danvers, Providence | ..... | .16   | * | ..... | .16   |

\* Passenger rights.

## Description of Road and Equipment—(Continued).

| BRIDGES.              | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|-----------------------|--------------------|-------------------|--------------|-------------------|
|                       | Number.            | Aggregate length. | Number.      | Aggregate number. |
|                       |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges .....    | 8                  | 896               | 87           | 8,455.75          |
| Wooden bridges .....  | 12                 | 761.5             | 145          | 11,845            |
| Wooden trestles ..... | 4                  | 2,692             | 55           | 11,870.5          |
| Total .....           | 26                 | 3,849.5           | 287          | 29,682.25         |

| EQUIPMENT.                           | No. owned. | No. leased. | Total number. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-------------|---------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....         | 16         | ....        | 16            | 168,000                        | 16                              | .....                             |
| Locomotives, 6 drivers .....         | 72         | 4           | 76            | 186,000                        | 76                              | .....                             |
| Locomotives, 4 drivers .....         | 87         | 21          | 108           | 161,500                        | 104                             | 27                                |
| Total .....                          | 175        | 25          | 200           | .....                          | 196                             | 27                                |
| First-class passenger cars .....     | 220        | 23          | 243           | 64,000                         | 243                             | 243                               |
| Baggage, mail and express cars ..... | 29         | 6           | 35            | 52,000                         | 35                              | 35                                |
| Total .....                          | 249        | 29          | 278           | .....                          | 278                             | 278                               |
| Box freight cars .....               | 2,222      | 265         | 2,487         | 26,100                         | 164                             | 879                               |
| Coal freight cars .....              | 2,070      | 184         | 2,254         | 26,000                         | .....                           | 400                               |
| Flat freight cars .....              | 469        | 21          | 490           | 18,000                         | .....                           | .....                             |
| Caboose, 4-wheel cars .....          | 70         | 6           | 76            | 14,000                         | .....                           | .....                             |
| Caboose 8-wheel cars .....           | 6          | 3           | 9             | 18,000                         | .....                           | .....                             |
| Dump cars .....                      | 470        | 372         | 842           | 10,000                         | .....                           | .....                             |
| Service cars .....                   | 26         | ....        | 26            | 80,000                         | .....                           | 4                                 |
| Total .....                          | 5,333      | 861         | 6,194         | .....                          | 164                             | 1,193                             |

Westinghouse automatic brake on all passenger cars and some freight cars; Miller and Janney coupler on passenger cars; Gould, Dowling, Safford and Miller coupler on freight cars.

Wharton and split switch in use generally on the road.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Length of steel rails laid during year in repairs, miles ..... | 4.72            | 30.59        |
| Railroads crossing road at grade .....                         | .....           | 18           |
| Railroads crossing road over or under grade .....              | 2               | 10           |
| Highway crossings at grade without protection .....            | 14              | 455          |
| Highway crossings at grade protected by gates or flagmen ..... | .....           | 73           |
| Highway crossings at grade protected by electric bells .....   | .....           | 7            |
| Highway crossings over or under grade .....                    | 13              | 189          |
| Overhead obstruction less than 20 feet above track .....       | 12              | 135          |

Passenger cars are heated by steam from engine. Safety Heating and Lighting Com-  
 pany system. Spear and Baker heaters as auxiliaries, lighted by oil lamps burning  
 kerosene oil, gas and electricity, and ventilated by deck sashes and roof ventilators.  
 The New York Central and Hudson River Express Company and United States Express Company do business over this

Pullman's Palace Car Company's sleeping cars, New York, New Haven and Hartford Railroad Company's parlor cars, New York and New England Railroad Company's parlor cars and New York and New England Railroad Company's dining cars run over this road, none of which run in the State of New York.

This company has arrangements with fast freight lines and railroads for through billing and rates on a percentage basis when such rates pay a prescribed minimum. Cars are jointly exchanged. No preference given.

Compensation for carrying the mails is based on weight and mileage on the different routes.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....                                 | 75,569    | 2.29      |
| Grain.....                                 | 118,006   | 3.58      |
| Meats and provisions.....                  | 34,470    | 1.04      |
| Live stock.....                            | 7,949     | .24       |
| Lumber.....                                | 241,092   | 7.31      |
| Pig and bar iron and steel.....            | 87,065    | 2.64      |
| Iron or other ores.....                    | 47,273    | 1.43      |
| Coal and coke.....                         | 934,640   | 28.32     |
| Petroleum and other oils.....              | 29,115    | .88       |
| Manufactures.....                          | 184,273   | 5.68      |
| All other merchandise.....                 | 1,320,794 | 40.03     |
| All other agricultural products.....       | 213,163   | 6.46      |
| All other articles not included above..... | 6,567     | .20       |
| Total.....                                 | 3,299,876 | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 1        | .....   | 1      |
| Employees.....  | 10       | 2       | 12     |
| Others.....     | .....    | 2       | 2      |
| Total.....      | 11       | 4       | 15     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 4,448  
 Aggregate amount of salaries and wages paid them during year..... \$2,814,906 68

## Officers of the Company.

| Name.                  | Title.                      | Official Address.              |
|------------------------|-----------------------------|--------------------------------|
| J. A. BOSTWICK.....    | President.....              | 22 William st., New York city. |
| CHAS. HOWARD.....      | Vice-Pres. and Gen. Man..   | 180 Summer st., Boston, Mass.  |
| JAMES W. PERKINS.....  | Secretary.....              | 180 Summer st., Boston, Mass.  |
| E. V. CAREY.....       | Assistant Secretary.....    | 22 William st., New York city. |
| GEO. B. PHIPPEN.....   | Treasurer.....              | 180 Summer st., Boston, Mass.  |
| CHAS. A. PRINCE.....   | General Counsel.....        | 180 Summer st., Boston, Mass.  |
| W. H. DUDLEY.....      | Auditor.....                | 180 Summer st., Boston, Mass.  |
| B. F. CASH.....        | Assistant Auditor.....      | 180 Summer st., Boston, Mass.  |
| D. H. NICHOLS.....     | General Superintendent....  | 180 Summer st., Boston, Mass.  |
| L. B. BIDWELL.....     | Chief Engineer.....         | 180 Summer st., Boston, Mass.  |
| R. B. WILLIAMS.....    | Supt. Main Line Division..  | East Hartford, Conn.           |
| L. W. PALMER.....      | Supt. Central Division..... | Providence, R. I.              |
| P. ST. M. ANDREWS..... | Supt. Norw. and Worc. Div.  | Norwich, Conn.                 |
| E. M. HUMSTONE.....    | General Master Mechanic..   | East Hartford, Conn.           |
| SAMUEL LETCHWORTH..... | General Roadmaster.....     | 180 Summer st., Boston, Mass.  |
| R. E. ROCKWELL.....    | Purchasing Agent.....       | 180 Summer st., Boston, Mass.  |
| GEO. F. RANDOLPH.....  | General Freight Agent.....  | 180 Summer st., Boston, Mass.  |
| O. H. GOODRICH.....    | Asst. Gen. Freight Agent..  | 180 Summer st., Boston, Mass.  |
| A. C. KENDALL.....     | General Passenger Agent..   | 180 Summer st., Boston, Mass.  |
| E. R. FULLER.....      | General Baggage Agent....   | 180 Summer st., Boston, Mass.  |
| G. L. LANG.....        | Supt. of Telegraph.....     | 180 Summer st., Boston, Mass.  |
| H. HYDE.....           | Division Freight Agent..... | 180 Summer st., Boston, Mass.  |
| C. M. BOWMAN.....      | Division Freight Agent..... | Hartford, Conn.                |
| GEO. A. HARRIS.....    | Division Freight Agent..... | Norwich, Conn.                 |



## Directors of the Company.

| <i>Name.</i>             | <i>Residence.</i>  |
|--------------------------|--------------------|
| J. A. BOSTWICK.....      | New York city.     |
| THOMAS RUTTER.....       | New York city.     |
| JOHN L. MACAULEY.....    | New York city.     |
| SIDNEY DILLON.....       | New York city.     |
| HENRY HENTZ.....         | New York city.     |
| ALEXANDER E. ORR.....    | New York city.     |
| CHARLES A. SINCLAIR..... | Boston, Mass.      |
| EUSTACE C. FITZ.....     | Boston, Mass.      |
| CHARLES HOWARD.....      | Boston, Mass.      |
| JONAS H. FRENCH.....     | Boston, Mass.      |
| CHARLES A. PRINCE.....   | Boston, Mass.      |
| A. W. NICKERSON.....     | Boston, Mass.      |
| SAMUEL A. CARLETON.....  | Boston, Mass.      |
| R. H. DEMING.....        | Providence, R. I.  |
| B. F. VAUGHAN.....       | Providence, R. I.  |
| JAMES L. HOWARD.....     | Hartford, Conn.    |
| DAVID S. PLUMER.....     | Waterbury, Conn.   |
| GEORGE M. LANDERS.....   | New Britain, Conn. |
| ARTHUR SEWALL.....       | Portland, Me.      |

Title of company, New York and New England Railroad Company.

General offices at 180 Summer street, Boston, Mass.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, March 3.

For information concerning this report address W. H. Dudley, Auditor.

## NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, August 6, 1872.)

For history of organization, etc., see Report of 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
|   | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....   | 505,000        | \$50,500,000        | .....                                      |
| Issued for stock of the New York, New Haven<br>and Hartford and New Haven railroads.... | 155,000        | \$15,500,000        | .....                                      |
| Issued for cash, October 1, 1889.....   | 31,000         | 3,100,000           | .....                                      |
| Issued for capital stock of Stamford and New<br>Canaan railroad.....                    | 1,000          | 100,000             | .....                                      |
| Total now outstanding.....  | 187,000        | \$18,700,000        | \$18,700 000                               |

Number of stockholders ..... 3,817

## FUNDED DEBT.

| SIGNATION OF<br>LIEN. | Date.      | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-----------------------|------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                       |            |              | Rate.     | When<br>payable. |                            |                             |  |
| mortgage....          | June, 1883 | 20           | p.c.<br>4 | June & Dec.      | \$5,000,000                | \$2,000,000                 | \$2,017,971 09                                     |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....                       | \$911,257 32   | .....   |
| Bridges .....  | 118,646 61   | .....   |
| Superstructure (including ties) .....                    | 121,524 93   | .....   |
| Rails .....  | 112,269 33   | .....   |
| Land .....   | 1,254,223 95   | .....   |
| Fences .....   | 158 61   | .....   |
| Passenger and freight stations .....                     | 117,324 91   | .....   |
| Shops, machinery and tools .....                         | 143 98   | .....   |
| Engineering expenses .....                               | 1,590 44   | .....   |
| Purchase of constructed road .....                       | 99,877 46  | .....   |
| Miscellaneous .....                                      | 18,930 93  | .....   |
| Cost of road up to June 30, 1890, as reported .....      |  | \$18,978,081  |
| Total cost of road .....                                 | \$2,755,948 47   | \$21,633,969  |
| <b>EQUIPMENT.</b>  |  |   |
| Locomotives .....  | \$120,600 00   | .....   |
| Passenger cars .....                                     | 174,669 06   | .....   |
| Mail, baggage and express cars .....                     | 14,553 11  | .....   |
| Freight and other cars .....                             | 1,011 30   | .....   |
| Barges, floats and tugs .....                            | 29,558 13  | .....   |
| Steam heating apparatus .....                            | 77,519 96  | .....   |
| Cost of equipment up to June 30, 1890, as reported ..... |  | \$3,461,873   |
| Total cost of equipment .....                            | \$417,911 56   | \$3,879,784   |
| Grand total cost of road and equipment .....             | \$3,173,860 03   | \$25,511,513  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| Cost of four tracks, including grading, ballasting, real estate, stations and change of grade crossings ..... | \$1,026,600 |
| Cost of separation of grade crossings other than in connection with four tracking .....                       | 69,518      |
| Real estate .....   | 737,141     |
| Cost of second track, Shore Line Division .....   | 643,085     |
| Purchase of Stamford and New Canaan Railroad .....  | 99,877      |
| Passenger station at Harlem river .....   | 100,300     |
| New building at New Britain .....   | 18,910      |
| Grading and freight tracks at New Haven .....   | 4,267       |
| New bridge at Cobalt, Conn. (balance of cost) .....   | 1,377       |
| Machine shop at Harlem river (balance of cost) .....  | 149         |
| Improvements at Woodlawn Junction .....   | 1,328       |
| Connections with elevated railroad, Harlem river .....  | 50,249      |
| Plant for applying steam heat to cars, New Haven .....  | 26          |
| Improvements at Asylum street, Hartford (balance of cost) .....   | 361         |
| Seven eight-wheel passenger locomotives .....   | 75,000      |
| Five double-end passenger locomotives .....   | 45,000      |
| Twenty-two passenger coaches (and part cost of two) .....   | 100,287     |
| Twenty cars for suburban service .....  | 64,767      |
| Four parlor (part cost) .....   | 519         |
| Six baggage and one combination car (part cost) .....   | 14,896      |
| Part cost of 200 flat cars, building .....  | 1,011       |
| Steam heating apparatus for cars .....  | 77,520      |
| Two tugs and one steam lighter (part cost) .....  | 29,135      |
| Four car floats (part cost) .....   | 430         |
| Total .....   | \$3,173,860 |

## Income Account for Year Ending June 30, 1891.

|   |      |        |
|---|------|--------|
| Gross earnings from operation .....                 | \$11 | 37 1/2 |
| Less operating expenses (excluding all taxes) ..... |      | 91 00  |
| Net earnings from operation .....                   |      | 15 00  |

# NEW YORK, NEW HAVEN AND HARTFORD.

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## Income from other sources, as follows, viz.:

|   |              |
|---|--------------|
| Rents .....   | \$114,004 15 |
| Interest and dividends received, less interest on notes paid..... | 74,360 27    |

Gross income from all sources ..... \$3,583,079 91

## Deductions from income, as follows, viz.:

|  |              |
|--|--------------|
| Interest on funded debt due and accrued.....     | \$30,000 00  |
| Rentals .....                                    | 984,080 50   |
| Taxes on property used in operation of road..... | 86,150 17    |
| Taxes on earnings and capital stock.....         | 524,789 58   |
| Taxes other than above .....                     | 6,013 15     |
|  | 1,690,983 37 |

Net income from all sources ..... \$1,902,096 54

## Payments from net income, as follows, viz.:

|   |              |
|---|--------------|
| Dividends declared, 5 per cent on \$18,600,000 common stock ..... | 1,865,000 00 |
| Dividends declared, 5 per cent on \$18,700,000 common stock ..... |              |

Surplus for year ending June 30, 1891..... \$37,096 54

## General Income Account.

|   |                |
|---|----------------|
| Surplus for year ending June 30, 1891 .....               | \$37,096 54    |
| Surplus up to June 30, 1890.....                          | 3,706,527 37   |
|   | \$3,743,623 91 |
| Add premium on sale of company asset .....                | \$113,400 00   |
| Excess of receipts over expenses of Union Wharf Company.. | 4,679 12       |
|   | 118,079 12     |
|   | \$3,861,703 03 |
| Deduct worthless accounts charged off.....                | 1,219 30       |
| Total surplus June 30, 1891.....                          | \$3,860,483 73 |

## DETAILED STATEMENT OF RENTALS.

|  |              |
|--|--------------|
| Harlem River and Port Chester .....                | \$170,000 00 |
| Stamford and New Canaan.....                       | 1,000 00     |
| Naugatuck .....                                    | 206,000 00   |
| Boston and New York Air Line .....                 | 146,690 00   |
| Shore Line .....                                   | 100,000 00   |
| New Haven and Northampton.....                     | 328,322 50   |
| Hartford and Connecticut Valley .....              | 32,048 00    |
| Total amount of rentals deducted from income ..... | \$984,060 50 |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                                  | Passenger.     | Freight.       | Total.          |
|----------------------------------|----------------|----------------|-----------------|
| Freight, through .....           | \$2,900,084 55 |                |                 |
| Freight, local .....             | 1,676,985 96   |                |                 |
| Passengers, through.....         | \$1,735,848 66 | \$4,577,070 51 | \$4,577,070 51  |
| Passengers, local.....           | 4,044,466 90   |                |                 |
| Mail .....                       | \$5,780,305 58 |                | 6,363,600 58    |
| Express .....                    | 245,189 61     |                |                 |
| Miscellaneous, as follows, viz.: | 328,106 51     |                |                 |
| Parlor and sleeping cars.....    | \$223,470 10   |                |                 |
| Excess baggage .....             | 39,254 52      |                |                 |
| Passenger car mileage .....      | 14,960 51      |                |                 |
| Passenger, miscellaneous.....    | 18,711 08      |                |                 |
| Hotel .....                      | \$58,647 76    | 296,386 21     | 296,386 21      |
| Wharfage .....                   | 11,123 79      |                |                 |
| Freight .....                    | 26,788 30      |                |                 |
|                                  |                | 96,559 85      | 96,559 85       |
| Gross earnings.....              | \$6,649,986 79 | \$4,673,630 36 | \$11,323,617 15 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

## OPERATING EXPENSES.

|  | Passenger.     | Freight.       | Total.         |
|--|----------------|----------------|----------------|
| <i>Maintenance of way and structures:</i>                      |                |                |                |
| Repairs of track.....  | \$90,981 40    | \$65,762 80    | \$146,744 20   |
| Steel rails laid, 4,052 tons; cost, \$119,534.                 |                |                |                |
| Repairs of roadbed.....  | 506,759 56     | 310,594 57     | 817,354 13     |
| Repairs of bridges (including culverts and cattle-guards)..... | 117,748 58     | 72,168 48      | 189,917 06     |
| Repairs of stations, shops, docks, etc.....                    | 196,204 86     | 158,947 81     | 355,152 67     |
| Repairs of fences.....   | 27,507 38      | 16,869 36      | 44,376 74      |
| Other expenses for maintenance of way and structures.....      | 91,328 01      | 77,707 83      | 169,035 84     |
| Total .....  | \$1,080,529 80 | \$692,040 85   | \$1,772,570 65 |
| <i>Maintenance of equipment:</i>                               |                |                |                |
| Repairs of locomotives.....                                    | \$225,224 54   | \$183,029 38   | \$418,253 92   |
| Repairs of cars.....   | 463,457 89     | 298,802 15     | 762,260 04     |
| Repairs of machinery and tools.....                            | 24,407 96      | 26,507 49      | 50,915 45      |
| Other expenses for maintenance of equipment.....               | 366 94         | 197,931 41     | 198,298 35     |
| Total .....  | \$713,457 33   | \$716,270 43   | \$1,429,727 76 |
| <i>Conducting transportation:</i>                              |                |                |                |
| Wages of conductors and men.....                               | \$379,486 64   | \$422,010 50   | \$801,497 14   |
| Wages of engineers and firemen.....                            | 285,437 75     | 185,198 32     | 470,636 07     |
| Fuel for locomotives.....                                      | 363,711 65     | 277,778 10     | 641,489 75     |
| Oil and waste.....   | 37,738 24      | 22,698 09      | 60,436 33      |
| Water supply.....  | 26,325 11      | 16,134 75      | 42,459 86      |
| Other train supplies or expenses.....                          | 70,187 36      | 7,435 39       | 77,622 75      |
| Wages of station agents and clerks.....                        | 107,166 73     | 322,722 17     | 429,888 90     |
| Wages for labor at stations.....                               | 352,084 12     | \$96,507 65    | 748,591 77     |
| Station supplies.....  | 67,352 65      | 44,770 26      | 112,122 91     |
| Wages of watchmen, flagmen and switchmen.....                  | 118,681 12     | 134,999 96     | 253,681 08     |
| Other expenses for conducting transportation.....              | 1,082 17       | 235,529 28     | 236,611 45     |
| Total .....  | \$1,809,208 54 | \$2,055,759 47 | \$3,864,968 01 |
| <i>General expenses:</i>                                       |                |                |                |
| Salaries of general officers and clerks.....                   | \$118,282 68   | \$82,622 84    | \$200,905 52   |
| General office expenses and supplies.....                      | 6,274 95       | 8,845 93       | 15,120 88      |
| Stationery and printing.....                                   | 33,440 23      | 24,625 13      | 58,065 36      |
| Outside agencies and advertising.....                          | 15,300 10      | 738 07         | 16,038 17      |
| Rents.....   | 173,704 90     | 29,575 52      | 203,280 42     |
| Legal expenses.....  | 102,128 73     | 31,951 11      | 134,079 84     |
| Loss and damage of freight and baggage.....                    | 1,116 83       | 1,796 31       | 2,913 14       |
| Damage to cattle and property.....                             | 5,385 79       | 13,275 88      | 18,661 67      |
| Injuries to persons.....                                       | 60,228 17      | 21,108 95      | 81,337 12      |
| Telegraph maintenance and operation.....                       | 17,204 67      | 26,915 36      | 44,120 03      |
| Mileage of cars of other companies (debit balance).....        |                | 137,640 77     | 137,640 77     |
| Other general expenses.....                                    | 693 00         | 3,844 32       | 4,537 32       |
| Total .....  | \$533,760 85   | \$377,880 19   | \$911,640 04   |
| Grand total operating expenses .....                           | \$4,086,950 72 | \$3,841,950 94 | \$7,928,901 66 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                 |  |
|---|-----------------|--|
| Cost of road.....                                     | \$21,111,111 11 |  |
| Cost of equipment.....                                | 3,111,111 11    |  |
| <i>Other permanent investments, as follows, viz.:</i> |                 |  |
| Stock of other companies.....                         | \$1,702,874 11  |  |
| Bonds of other companies.....                         | 536,402 77      |  |

# NEW YORK, NEW HAVEN AND HARTFORD.

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## Current assets, as follows, viz.:

|                             |              |                        |
|-----------------------------|--------------|------------------------|
| Cash on hand.....           | \$719,774 17 |                        |
| Bills receivable.....       | 300 00       |                        |
| Due by agents.....          | 99,117 86    |                        |
| Open accounts.....          | 306,437 84   |                        |
| Materials and supplies..... | 794,190 30   |                        |
|                             |              | \$1,919,820 17         |
|                             |              | <u>\$29,670,612 12</u> |

## LIABILITIES.

|                                       |                 |
|---------------------------------------|-----------------|
| Capital stock.....                    | \$18,700,000 00 |
| Funded debt.....                      | 2,000,000 00    |
| Advances on account of new stock..... | 876,806 00      |

## Current liabilities, as follows, viz.:

|  |              |                        |
|--|--------------|------------------------|
| Interest on funded debt due and accrued..... | \$6,666 67   |                        |
| Dividends unpaid.....                        | 3,669 00     |                        |
| Audited vouchers and pay-rolls.....          | 688,973 00   |                        |
| Open accounts.....                           | 166,526 68   |                        |
| Loans and bills payable.....                 | 3,140,000 00 |                        |
| Rentals due July 1.....                      | 45,524 00    |                        |
| Accrued rentals not yet due.....             | 192,264 04   |                        |
|  |              | 4,233,623 39           |
| Profit and loss (surplus).....               |              | 3,860,488 73           |
|  |              | <u>\$29,670,612 12</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.    | Local.      | Total.      |
|---|-------------|-------------|-------------|
| Number of passengers carried.....           | 1,115,646   | 12,915,222  | 14,030,868  |
| Number of passengers carried one mile....   | 86,399,796  | 254,970,521 | 341,370,316 |
| Number of tons of freight carried.....      | 2,284,791   | 1,517,221   | 3,802,012   |
| Number of tons of freight carried one mile. | 194,419,481 | 60,824,403  | 255,243,884 |

|                              |  |  |           |
|------------------------------|--|--|-----------|
| Passenger train mileage..... |  |  | 3,806,975 |
| Freight train mileage.....   |  |  | 2,344,706 |
| All other train mileage..... |  |  | 1,653,397 |
| Total train mileage.....     |  |  | 7,805,078 |

| ITEM.   | Earnings.      | Expenses.    | Profit.        |
|---|----------------|--------------|----------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) \$6,649,986 79 | \$4,086,950 72 |              | \$2,563,036 07 |
| Average per passenger carried.....  | 474            | 291          | 183            |
| Average per passenger per mile.....   | 0194           | 0119         | 0075           |
| Average per passenger train per mile.....   | 1 732          | 1 064        | 668            |
| Freight earnings and expenses (including miscellaneous earnings).....                               | 4,673,630 36   | 3,841,950 94 | 831,679 42     |
| Average per ton of freight carried.....   | 1 229          | 1 01         | 219            |
| Average per ton of freight per mile.....  | 0183           | 016          | 0033           |
| Average per freight train per mile.....   | 1 916          | 1 574        | 341            |

| Con | ITEM.<br>ed on earnings from carrying passengers<br>and freight only. | Through. | Local. | Through<br>and local. |
|-----|---|----------|--------|-----------------------|
| Ave | ge rate received per mile for carrying pas-                           | Cents.   | Cents. | Cents.                |
| so  | ers, all classes.....   | 2        | 1.59   | 1.69                  |
| Ave | ge rate received per mile per ton for carry-                          |          |        |                       |
| in  | -eight, all classes.....  | 1.5      | 2.76   | 1.79                  |

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.           |                | MILES LEASED.          |                | TOTAL MILES.           |                |
|---|------------------------|----------------|------------------------|----------------|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. | Length in N. Y. State. | Entire length. |
| Main line from Woodlawn Junction, N. Y., to Springfield, Mass., single track..... | 14.04                  | 122.44         | .....                  | .....          | 14.04                  | 122.44         |
| Total of branches or other roads, single track .....                              | .....                  | 26.70          | 11.50                  | 358.94         | 11.50                  | 358.44         |
| Total single track.....   | 14.04                  | 149.14         | 11.50                  | 358.94         | 25.54                  | 506.08         |
| Second track on main line .....   | 14.04                  | 122.44         | .....                  | .....          | 14.04                  | 122.44         |
| Second track on branches or other roads..   | .....                  | 1.00           | 11.50                  | 45.02          | 11.50                  | 46.02          |
| Total second track .....  | 14.04                  | 123.44         | 11.50                  | 45.02          | 25.54                  | 168.46         |
| Third track on main line.....   | 9.25                   | 9.25           | .....                  | .....          | 9.25                   | 9.25           |
| Fourth track on main line .....   | 9.25                   | 9.25           | .....                  | .....          | 9.25                   | 9.25           |
| Total third and fourth tracks.....  | 18.50                  | 18.50          | .....                  | .....          | 18.50                  | 18.50          |
| Sidings and turnouts on main line.....  | 7.23                   | 96.71          | .....                  | .....          | 7.23                   | 96.71          |
| Sidings and turnouts on branches or other roads.....                              | .....                  | 13.96          | 25.82                  | 123.43         | 25.82                  | 127.39         |
| Total sidings and turnouts .....  | 7.23                   | 109.67         | 25.82                  | 123.43         | 33.05                  | 223.10         |
| Grand total of tracks, sidings and turn outs                                      | 53.81                  | 400.75         | 48.82                  | 537.39         | 102.63                 | 928.14         |
| Laid with steel rail, main line.....  | 46.58                  | 263.33         | .....                  | .....          | 46.58                  | 263.33         |
| Laid with steel rail, branches or other roads                                     | .....                  | 27.70          | 23.00                  | 402.39         | 23.00                  | 429.09         |
| Laid with iron rail, branches or other roads                                      | .....                  | .....          | .....                  | 1.57           | .....                  | 1.57           |

Average life of rails—steel, 20 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 73½ lbs., minimum, 60 lbs.; iron, maximum, 60 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

## DETAILS OF BRANCHES OF OTHER ROADS.

| NAME OF BRANCH OR ROAD.                   | From                       | To                        | Length in New York State. | Entire length. | Owned or leased. | Miles of double track. | Miles laid with steel rail. | Miles laid with iron rail. |
|---|----------------------------|---------------------------|---------------------------|----------------|------------------|------------------------|-----------------------------|----------------------------|
| New Britain branch .....                  | Berlin, Ct.....            | New Britain, Ct.....      | .....                     | 3.18           | Owned.....       | .....                  | 3.18                        | .....                      |
| Middletown branch .....                   | Berlin, Ct.....            | Middletown, Ct.....       | .....                     | 9.70           | Owned.....       | .....                  | 9.70                        | .....                      |
| Freight branch .....                      | Hartford, Ct.....          | Hartford, Ct.....         | .....                     | .84            | Owned.....       | .....                  | .84                         | .....                      |
| Suffield branch .....                     | Windsor Locks, Ct.....     | Suffield, Ct.....         | .....                     | 4.32           | Owned.....       | .....                  | 4.32                        | .....                      |
| Belle Dock branch .....                   | New Haven, Ct.....         | New Haven, Ct.....        | .....                     | 1.00           | Owned.....       | 1.00                   | 1.00                        | .....                      |
| New Canaan branch .....                   | Stamford, Ct.....          | New Canaan, Ct.....       | .....                     | 7.68           | Owned.....       | .....                  | 7.68                        | .....                      |
| Shore Line Railway .....                  | New Haven, Ct.....         | New London, Ct.....       | .....                     | 48.53          | Leased.....      | 26.12                  | 75.66                       | .....                      |
| Boston and New York Air Line Railway..... | New Haven, Ct.....         | Willimantic, Ct.....      | .....                     | 51.50          | Leased.....      | .....                  | 51.50                       | .....                      |
| Hartford and Connecticut Valley.....      | Hartford, Ct.....          | Fenwick, Ct.....          | .....                     | 46.20          | Leased.....      | .....                  | 46.20                       | .....                      |
| Naugatuck .....                           | Naugatuck Jun.....         | Winsted, Ct.....          | .....                     | 56.55          | Leased.....      | 5.40                   | 45.86                       | .....                      |
| New Haven and Northampton .....           | New Haven, Ct.....         | Conway Junct'n, Mass..... | .....                     | 94.64          | Leased.....      | .....                  | 94.64                       | .....                      |
| New Hartford branch .....                 | Farmington, Ct.....        | New Hartford, Ct.....     | .....                     | 14.00          | Leased.....      | .....                  | 14.00                       | .....                      |
| Williamsburgh branch .....                | Mass.....                  | Williamsburgh, Mass.....  | .....                     | 7.51           | Leased.....      | .....                  | 7.51                        | .....                      |
| Turner's Falls branch .....               | South Deerfield, Mass..... | Turner's Falls, Mass..... | .....                     | 10.07          | Leased.....      | .....                  | 10.07                       | .....                      |
| Holyoke and Westfield .....               | Holyoke, Mass.....         | Westfield, Mass.....      | .....                     | 10.32          | Leased.....      | .....                  | 10.32                       | .....                      |
| Harlem River and Port Chester.....        | Harlem River, N. Y.....    | New Rochelle, N. Y.....   | .....                     | 11.50          | Leased.....      | 11.50                  | 23                          | .....                      |
| Colchester .....                          | Turnerville, Ct.....       | Colchester, Ct.....       | .....                     | 3.50           | Leased.....      | .....                  | 3.50                        | .....                      |
| Watertown and Waterbury .....             | Watertown, Ct.....         | Waterbury, Ct.....        | .....                     | 4.44           | Leased.....      | .....                  | 3.1                         | .....                      |
| Total .....                               | .....                      | .....                     | 11.50                     | 365.64         | .....            | 46.02                  | 430.08                      | .....                      |

## Description of Road and Equipment—(Continued).

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet. In.</i>  |
| Iron bridges.....    | 15                 | 851               | 249          | 22,574.10         |
| Wooden bridges.....  | 12                 | 366               | 104          | 5,583.10          |
| Wooden trestles..... | 7                  | 8,922             | 65           | 33,630.00         |
| Total.....           | 34                 | 10,149            | 418          | 61,788.8          |

| EQUIPMENT.                | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers... | 26         | 6           | 32            | \$10,000              | 112,900                        | 20                             | 19                              | .....                             |
| Locomotives, 4 drivers... | 141        | 51          | 192           | 9,500                 | 112,590                        | 20                             | 188                             | 41                                |
| Total.....                | 167        | 57          | 224           | .....                 | .....                          | .....                          | 207                             | 41                                |

|                                     |     |     |     |         |        |       |     |     |
|-------------------------------------|-----|-----|-----|---------|--------|-------|-----|-----|
| First-class passengers cars.....    | 451 | 81  | 532 | \$5,500 | 58,000 | ..... | 532 | 512 |
| Baggage, mail and express cars..... | 96  | 23  | 119 | 2,000   | 50,000 | ..... | 119 | 119 |
| *Total.....                         | 547 | 104 | 651 | .....   | .....  | ..... | 651 | 631 |

|                            |       |       |       |       |        |       |       |       |
|----------------------------|-------|-------|-------|-------|--------|-------|-------|-------|
| Box freight cars.....      | 1,429 | 512   | 1,941 | \$460 | 31,000 | ..... | 128   | 125   |
| Stock freight cars.....    | 3     | 1     | 4     | 450   | 22,000 | ..... | ..... | ..... |
| Coal freight cars.....     | 591   | 643   | 1,234 | 385   | 25,000 | ..... | ..... | 10    |
| Flat freight cars.....     | 584   | 105   | 689   | 350   | 20,000 | ..... | ..... | 25    |
| Caboose, 4-wheel cars..... | 43    | 8     | 51    | 475   | 18,000 | ..... | ..... | ..... |
| Caboose, 8-wheel cars...   | 21    | 7     | 28    | 650   | 22,000 | ..... | ..... | ..... |
| Service cars.....          | 320   | 131   | 451   | ..... | 23,000 | ..... | ..... | ..... |
| Total.....                 | 2,991 | 1,407 | 4,398 | ..... | .....  | ..... | 128   | 160   |

Passenger cars are equipped with Westinghouse and Eames' vacuum brake, Miller and Janney coupler; Miller hooks, Janney coupler, Union coupler, Whittemore and ordinary draw bars on freight cars.

Split switches generally, in use on this road.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| ft. of new steel rails laid during year in repairs, miles, | .03             | 44.27        |
| roads crossing road at grade.....                          | 1               | 13           |
| roads crossing road over or under grade.....               | 1               | 13           |
| way crossings at grade without protection.....             | 7               | 427          |
| way crossings at grade protected by gates or flagmen.....  | 8               | 88           |
| way crossings at grade protected by electric bells.....    | .....           | 19           |
| way crossings over or under grade.....                     | 42              | 295          |
| head obstructions less than twenty feet above track..      | 24              | 203          |

In addition to the above, this company owns three-tenths of twenty drawing room and sleeping cars in Wagner Shore Line, one hundred and twenty-four two hundred and thirty-seconds of eleven baggage, nine smoking and combination cars, two and nineteen coaches in Boston and New York Shore Line Express.

Passengers cars are heated by hot water which in turn is heated by steam applied outside of the car, lighted by oil lamps and gas and ventilated with hinged and pivoted dome, sash and ventilators in dome.

The Adams Express Company runs over this line and pays for space taken by express matter in the car, consequently there is a variation in the amount paid.

Sleeping and parlor cars are run over this line, some owned by this company, some by the Monarch Sleeping Car Company, some by the Boston and Albany Railroad Company, some by the Housatonic Railroad Company, some by the New York and New England Railroad Company, and some by this company jointly with the Wagner Palace Car Company, the New York, Providence and Boston Railroad Company, and the Old Colony Railroad Company. The haulage of Monarch cars is compensated for by the haulage of this company's cars. Car service and other expenses are divided between this and the Boston and Albany and New York and New England Railroad companies on the mileage basis, and the receipts and expenses of the Wagner Shore Line cars are divided in proportion to each company's interest in the cars.

When sleeping and parlor cars are owned by other companies they take the receipts; when owned by this and other companies the receipts are divided in proportion to each company's interest.

The Star Union Line freight cars and cars of the Red Line, White Line, Blue Line and of other transportation companies run over this road, and for the use of their cars this company pays mileage; the company charges for all repairs made on their cars; these transportation companies use cars furnished by themselves; neither their car nor freight is given any preference in speed or order of transportation.

This company has no formal contract with the United States Government for transportation of mails, but takes the compensation allowed by law for their transportation.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....                                 | 45,907    | 1.2       |
| Grain.....                                 | 141,197   | 3.7       |
| Meats and provisions.....                  | 99,937    | 2.6       |
| Live stock.....                            | 41,899    | 1.1       |
| Lumber.....                                | 290,702   | 7.7       |
| Pig and bar iron and steel.....            | 103,148   | 2.7       |
| Iron or other ores.....                    | 146       | .....     |
| Coal and coke.....                         | 700,334   | 18.4      |
| Petroleum and other oils.....              | 38,012    | 1.0       |
| Manufacturers.....                         | 12,581    | .3        |
| All other merchandise.....                 | 1,545,562 | 40.7      |
| All other agricultural products.....       | 180,290   | 4.7       |
| All other articles not included above..... | 602,297   | 15.9      |
| Total.....                                 | 3,802,012 | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 29       | 3       | 32     |
| Employees.....  | 130      | 19      | 149    |
| Others.....     | 41       | 60      | 101    |
| Total.....      | 200      | 82      | 282    |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 7,448  
 Aggregate amount of salaries and wages paid them during year..... \$4,759,528 34

## Officers of the Company.

| Name.                     | Title.                       | Official Address. |
|---------------------------|------------------------------|-------------------|
| CHARLES J. CLARK.....     | President.....               | New Haven, Conn.  |
| E. M. REED.....           | Vice-President.....          | New Haven, C.     |
| LUCIUS TUTTLE.....        | General Manager.....         | New Haven, C.     |
| WM. D. BISHOP, Jr.....    | Secretary.....               | Bridgeport, C.    |
| WM. L. SQUIRE.....        | Treasurer.....               | New Haven, C.     |
| H. M. KOCHERSPERGER.....  | Comptroller.....             | New Haven, C.     |
| CHARLES P. HEMPSTEAD..... | General Passenger Agent..... | New Haven, C.     |
| N. A. WILLCOX.....        | General Freight Agent.....   | New Haven, C.     |

## Directors of the Company.

| Name.                  | Residence.   |
|------------------------|--------------|
| WILSON G. HUNT.....    | New York, C. |
| E. H. TROWBRIDGE.....  | New Haven    |
| WILLIAM D. BISHOP..... | Bridgeport   |
| NATHANIEL WHEELER..... | Bridgeport   |



| <i>Name.</i>              | <i>Residence.</i>  |
|---------------------------|--------------------|
| HENRY C. ROBINSON .....   | Hartford, Ct.      |
| EDWARD M. REED .....      | New Haven, Ct.     |
| CHARLES P. OLARK .....    | New Haven, Ct.     |
| JOSEPH PARK .....         | New York city.     |
| CHAUNCEY M. DEPEW .....   | New York city.     |
| HENRY S. LEE .....        | Springfield, Mass. |
| WILLIAM ROCKEFELLER ..... | New York city.     |
| LEVERETT BRAINARD .....   | Hartford, Ct.      |

Title of company, The New York, New Haven and Hartford Railroad Company.

General offices at New Haven, Ct.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in October.

For information concerning this report, address H. M. Kochersperger, Comptroller.

## NEW YORK AND NORTHERN.

(Date of charter, October 10, 1887.)

For history of organization, etc., see Report of 1888.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |                  |
|--|----------------|------------------|----------------|------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |
| Authorized by law or charter, issued for reorganization and now outstanding .... | 30,000         | \$3,000,000      | 60,000         | \$6,000,000      |

Grand total of common and preferred stock now outstanding..... \$9,000,000

#### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.      | Term, years. | INTEREST. |                   | Amount authorized. | Amount outstanding. |
|----------------------|------------|--------------|-----------|-------------------|--------------------|---------------------|
|                      |            |              | Rate.     | When payable.     |                    |                     |
| First mortgage ..... | Oct., 1887 | 40           | p c.      | April and Oct.... | \$1,200,000        | \$1,200,000         |
| Second mortgage..... | Oct., 1887 | 40           | 5 4       | June and Dec....  | 3,200,000          | 3,200,000           |
| Total .....          |            |              |           |                   | \$4,400,000        | \$4,400,000         |

### Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Cost of road and equipment as reorganized ..... |  | \$13,248,582 30                                       |
| Less: .....                                     | \$4,250 00   |   |
| Less: damages .....                             | 12,487 63  |   |
| Passenger and freight stations .....            | 860 46   |   |
| Total cost of road.....                         | \$17,598 09  | \$13,266,180 39                                       |
| <b>EQUIPMENT.</b>                               |  |   |
| Freight and other cars .....                    | 337 24   |   |
| Grand total cost of road and equipment.....     | \$17,935 33  | \$13,266 517 63                                       |

## Traffic and Mileage Statistics.

| ITEM.   | Through. | Local.    | Total.    |
|---|----------|-----------|-----------|
| Number of passengers carried.....               | 11,646   | 1,642,243 | 1,653,889 |
| Number of passengers carried one mile.....      | 275,507  | 2,499,348 | 2,774,855 |
| Number of tons of freight carried.....          | 17,797   | 188,238   | 206,035   |
| Number of tons of freight carried one mile..... | 934,106  | 6,398,685 | 7,332,791 |
| Passenger train mileage.....                    | .....    | .....     | 395,889   |
| Freight train mileage.....                      | .....    | .....     | 105,889   |
| All other train mileage.....                    | .....    | .....     | 10,325    |
| Total train mileage.....                        | .....    | .....     | 494,044   |

| ITEM.   | Earnings.    | Expenses.    | Profit.     |
|---|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$282,039 22 | \$254,733 36 | \$27,305 86 |
| Average per passenger carried.....  | 17           | 154          | 016         |
| Average per passenger per mile.....   | 022          | 02           | 008         |
| Average per passenger train per mile.....   | 768          | 694          | 074         |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 201,386 86   | 132,277 96   | 69,108 90   |
| Average per ton of freight carried.....   | 977          | 642          | 335         |
| Average per ton of freight per mile.....  | 027          | 018          | 009         |
| Average per freight train per mile.....   | 1 884        | 1 238        | 646         |

| ITEM.   | Through.      | Local.         | Through and local. |
|---|---------------|----------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |               |                |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents.<br>2.2 | Cents.<br>2.09 | Cents.<br>2.09     |
| Average rate received per mile per ton for carrying freight, all classes..... | 2.93          | 2.72           | 2.74               |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. | Miles leased, all in N. Y. State. | Total miles, all in N. Y. State. |
|---|----------------------------------|-----------------------------------|----------------------------------|
| Main line, from One Hundred and Fifty-fifth street to Brewster, single track..... | 54.06                            | .....                             | 54.06                            |
| Total of branches or other roads, single track.....                               | 3.10                             | 4.05                              | 7.15                             |
| Total single track.....   | 57.16                            | 4.05                              | 61.21                            |
| Second track on main line.....  | 5.00                             | .....                             | 5.00                             |
| Second track branches or other roads.....   | 3.10                             | .....                             | 3.10                             |
| Total second track.....   | 8.10                             | .....                             | 8.10                             |
| Sidings and turnouts on main line.....  | 11.42                            | .....                             | 11.42                            |
| Grand total of tracks, sidings and turnouts.....                                  | 76.68                            | 4.05                              | 80.73                            |
| Laid with steel rail, main line.....  | 54.06                            | .....                             | 54.06                            |
| Laid with steel rail, branches or other roads.....                                | 3.10                             | 4.0                               | 7.10                             |

Average life of rails—steel, 20 years; iron, 7 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, cinders and gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.   | From                  | To                 | Entire length in New York State. | Owned or leased. | Miles of double track. | Miles laid with steel rail. |
|---------------------------|-----------------------|--------------------|----------------------------------|------------------|------------------------|-----------------------------|
| Yonkers branch.....       | Van Cortland Junction | Yonkers.....       | 3.10                             | Owned            | 3.10                   | 3.10                        |
| Mahopac Falls Railroad... | Baldwin Place.....    | Mahopac Mine ..... | 4.06                             | Leased.          | .....                  | 4.06                        |

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                       |
|----------------------|--------------------------------|-----------------------|
|                      | Number.                        | Aggregate length.     |
| Iron bridges .....   | 37                             | <i>Feet.</i><br>3,436 |
| Wooden bridges.....  | 8                              | 98                    |
| Wooden trestles..... | 12                             | 4,409                 |
| Total .....          | 57                             | 7,943                 |

| EQUIPMENT.                                     | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--|------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers.....                    | 4          | 80,000                         | 4                               | .....                             |
| Locomotives, 4 drivers.....                    | 16         | .....                          | 16                              | .....                             |
| Total .....                                    | 20         | .....                          | 20                              | .....                             |
| Parlor cars.....                               | 3          | .....                          | 3                               | 3                                 |
| First-class passenger cars.....                | 18         | .....                          | 18                              | 18                                |
| First-class passenger cars, rapid transit..... | 22         | .....                          | 22                              | .....                             |
| Combination passenger cars.....                | 6          | .....                          | 6                               | 6                                 |
| Combination passenger cars, rapid transit..... | 5          | .....                          | 5                               | .....                             |
| Baggage, mail and express cars .....           | 1          | .....                          | 1                               | 1                                 |
| Total .....                                    | 55         | .....                          | 55                              | 28                                |
| Milk cars.....                                 | 11         | .....                          | .....                           | .....                             |
| Box freight cars.....                          | 67         | .....                          | .....                           | .....                             |
| Stock freight cars.....                        | 2          | .....                          | .....                           | .....                             |
| Freight cars, gondolas.....                    | 169        | .....                          | .....                           | .....                             |
| Freight cars.....                              | 37         | .....                          | .....                           | .....                             |
| Open, 4-wheel cars.....                        | 2          | .....                          | .....                           | .....                             |
| Open, 6-wheel cars.....                        | 2          | .....                          | .....                           | .....                             |
| Flat cars.....                                 | 1          | .....                          | .....                           | .....                             |
| Total .....                                    | 290        | .....                          | .....                           | .....                             |

Whitcomb air brake, Eames' vacuum brake and Miller platform and coupler on passenger cars.

Switches mostly, and a few Wharton switches in use on road.

## Traffic and Mileage Statistics.

| ITEM.                                       | Through. | Local.    | Total.    |
|---|----------|-----------|-----------|
| Number of passengers carried.....           | 11,646   | 1,642,243 | 1,653,889 |
| Number of passengers carried one mile.....  | 275,507  | 2,499,348 | 2,774,855 |
| Number of tons of freight carried.....      | 17,797   | 188,238   | 206,035   |
| Number of tons of freight carried one mile, | 934,106  | 6,398,685 | 7,332,791 |
| Passenger train mileage.....                | .....    | .....     | 366,889   |
| Freight train mileage.....                  | .....    | .....     | 105,889   |
| All other train mileage.....                | .....    | .....     | 10,328    |
| Total train mileage.....                    | .....    | .....     | 483,096   |

| ITEM.   | Earnings.    | Expenses.    | Profit.     |
|---|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$282,039 22 | \$254,733 36 | \$27,306 86 |
| Average per passenger carried.....  | 17           | 154          | 016         |
| Average per passenger per mile.....   | 022          | 02           | 002         |
| Average per passenger train per mile.....   | 768          | 694          | 074         |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 201,386 86   | 132,277 96   | 69,108 90   |
| Average per ton of freight carried.....   | 977          | 642          | 335         |
| Average per ton of freight per mile.....  | 027          | 018          | 009         |
| Average per freight train per mile.....   | 1 884        | 1 238        | 646         |

| ITEM.   | Through.   | Local.      | Through and local. |
|---|------------|-------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |            |             |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents. 2.2 | Cents. 2.09 | Cents. 1.09        |
| Average rate received per mile per ton for carrying freight, all classes..... | 2.93       | 2.72        | 2.14               |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. | Miles leased, all in N. Y. State. | Total miles, all in N. Y. State. |
|---|----------------------------------|-----------------------------------|----------------------------------|
| Main line, from One Hundred and Fifty-fifth street to Brewster, single track..... | 54.06                            | .....                             | 54.06                            |
| Total of branches or other roads, single track.....                               | 3.10                             | 4.06                              | 7.16                             |
| Total single track.....   | 57.16                            | 4.06                              | 61.22                            |
| Second track on main line.....  | 5.00                             | .....                             | 5.00                             |
| Second track branches or other roads.....   | 3.10                             | .....                             | 3.10                             |
| Total second track.....   | 8.10                             | .....                             | 8.10                             |
| Sidings and turnouts on main line.....  | 11.42                            | .....                             | 11.42                            |
| Grand total of tracks, sidings and turnouts.....                                  | 76.68                            | 4.06                              | 80.74                            |
| Laid with steel rail, main line.....  | 54.06                            | .....                             | 54.06                            |
| Laid with steel rail, branches or other roads.....                                | 8.10                             | 4.06                              | 12.16                            |

Average life of rails—steel, 20 years; iron, 7 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, cinders and gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.   | From                  | To                 | Entire length in New York State. | Owned or leased. | Miles of double track. | Miles laid with steel rail. |
|---------------------------|-----------------------|--------------------|----------------------------------|------------------|------------------------|-----------------------------|
| Yonkers branch.....       | Van Cortland Junction | Yonkers.....       | 3.10                             | Owned            | 3.10                   | 3.10                        |
| Mahopac Falls Railroad... | Baldwin Place.....    | Mahopac Mine ..... | 4.05                             | Leased           | .....                  | 4.05                        |

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                       |
|----------------------|--------------------------------|-----------------------|
|                      | Number.                        | Aggregate length.     |
| Iron bridges .....   | 37                             | <i>Feet.</i><br>3,436 |
| Wooden bridges.....  | 8                              | 98                    |
| Wooden trestles..... | 12                             | 4,409                 |
| Total .....          | 57                             | 7,943                 |

| EQUIPMENT.                                      | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---|------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers .....                    | 4          | 80,000                         | 4                               | .....                             |
| Locomotives, 4 drivers .....                    | 16         | .....                          | 16                              | .....                             |
| Total .....                                     | 20         | .....                          | 20                              | .....                             |
| Parlor cars .....                               | 3          | .....                          | 3                               | 3                                 |
| First-class passenger cars .....                | 18         | .....                          | 18                              | 18                                |
| First-class passenger cars, rapid transit ..... | 22         | .....                          | 22                              | .....                             |
| Combination passenger cars .....                | 6          | .....                          | 6                               | 6                                 |
| Combination passenger cars, rapid transit ..... | 5          | .....                          | 5                               | .....                             |
| Baggage, mail and express cars .....            | 1          | .....                          | 1                               | 1                                 |
| Total .....                                     | 55         | .....                          | 55                              | 28                                |

|                                       |     |       |       |       |
|---------------------------------------|-----|-------|-------|-------|
| Milk cars .....                       | 11  | ..... | ..... | ..... |
| Box freight cars .....                | 67  | ..... | ..... | ..... |
| 8-wheel freight cars .....            | 2   | ..... | ..... | ..... |
| 10-wheel freight cars, gondolas ..... | 159 | ..... | ..... | ..... |
| 10-wheel freight cars .....           | 37  | ..... | ..... | ..... |
| 10-wheel, 4-wheel cars .....          | 2   | ..... | ..... | ..... |
| 10-wheel, 8-wheel cars .....          | 2   | ..... | ..... | ..... |
| 8-wheel cars .....                    | 1   | ..... | ..... | ..... |
| Total .....                           | 290 | ..... | ..... | ..... |

Whitcomb air brake, Eames' vacuum brake and Miller platform and coupler on passenger cars.  
Switches mostly, and a few Wharton switches in use on road.

## Miscellaneous Statistics.

| ITEM.   | Entire line in<br>N. Y. State. |
|---|--------------------------------|
| Railroads crossing at grade.....                              | 1                              |
| Railroads crossing over or under grade.....                   | 2                              |
| Highway crossings at grade without protection.....            | 33                             |
| Highway crossings at grade protected by gates or flagmen..... | 13                             |
| Highway crossings over or under grade.....                    | 16                             |
| Overhead obstructions less than 20 feet above track.....      | 6                              |

Passenger cars are heated by Gold system steam heating, lighted with kerosene oil and ventilated from roof.

American Express Company run over this line, and pays one-third of gross earnings, guarantee \$4,000 per annum.

Parlor cars owned by company are run over the road; an additional charge made to passengers of about three-quarters of a cent per mile.

Contracts with the United States government for transportation of mails at \$2,368.56 per annum from July 1, 1892, to June 30, 1893, and \$169.71 per annum from July 15, 1890, to June 30, 1893.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Milk.....                                  | 22,578   | 11.0      |
| Flour.....                                 | 471      | .2        |
| Grain.....                                 | 28,506   | 11.4      |
| Meats and provisions.....                  | 418      | .2        |
| Live stock.....                            | 238      | .1        |
| Lumber.....                                | 2,710    | 1.3       |
| Pig and bar iron and steel.....            | 376      | .2        |
| Iron or other ores.....                    | 100,038  | 49.5      |
| Coal and coke.....                         | 13,992   | 6.8       |
| Petroleum and other oils.....              | 529      | .3        |
| Manufactures.....                          | 4,872    | 2.4       |
| All other merchandize.....                 | 2,226    | 1.1       |
| All other agricultural products.....       | 1,299    | .6        |
| All other articles not included above..... | 32,785   | 15.9      |
| Total.....                                 | 206,037  | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. |
|-----------------|----------|
| Passengers..... | 9        |
| Employees.....  | 3        |
| Others.....     | 4        |
| Total.....      | 16       |

## EMPLOYEES.

|   |              |
|---|--------------|
| Average number of persons employed (including officials) during year .. | 322          |
| Aggregate amount of salaries and wages paid them during year.....       | \$216,797 60 |

## Officers of the Company.

| Name.                | Title.                         | Official Address.             |
|----------------------|--------------------------------|-------------------------------|
| R. S. HAYES.....     | President.....                 | 32 Nassau street, N. Y. city. |
| G. G. HAVEN, Jr..... | Secretary and Treasurer.....   | 32 Nassau street, N. Y. city. |
| SHEEMAN EVARTS.....  | Attorney.....                  | 52 Wall street, N. Y. city.   |
| H. H. VREELAND.....  | General Superintendent.....    | High Bridge, N. Y.            |
| L. M. ALLEN.....     | Gen. Freight and Pass. Agent.. | High Bridge, N. Y.            |
| W. D. BASLEY.....    | Auditor.....                   | Yonkers, N. Y.                |

## Directors of the Company.

| Name.               | Residence.      |
|---------------------|-----------------|
| C. T. BARNEY.....   | New York city.  |
| J. J. BELDEN.....   | Syracuse, N. Y. |
| A. M. BILLINGS..... | Chicago, Ill.   |
| THOS. DENNEY.....   | New York city.  |
| R. M. GALLOWAY..... | New York c      |
| G. G. HAVEN.....    | New York c      |
| R. S. HAYES.....    | New York c      |
| WM. MERTENS.....    | New York c      |
| O. H. PAYNE.....    | New York c      |
| G. W. SMITH.....    | New York c      |
| W. C. WHITNEY.....  | New York c      |

Title of company, The New York and Northern Railway Company.

General offices at 32 Nassau street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, in November.

For information concerning this report, address W. D. Basley, Auditor, Yonker

## NEW YORK, ONTARIO AND WESTERN.

(Date of charter, January 21, 1880.)

For history of organization, etc., see Report of 1885 and 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | PREFERRED.     |                  |
|---|----------------|------------------|----------------|------------------|
|   | No. of shares. | Total par value. | No. of shares. | Total par value. |
| Authorized by law or charter.   | 630,000        | \$63,000,000 00  | 20,000         | \$2,000,000      |
| Issued for property under the reorganization plan.....                | 581,139.82     | \$58,113,982 84  | 20,000         | \$2,000,000      |
| Canceled by issue of first mortgage 6 per cent bonds in exchange..... | .....          | .....            | 19,940         | 1,994,000        |
| Total now outstanding...  | 581,139.82     | \$58,113,982 84  | 60             | \$6,000          |

Grand total of common and preferred stock now outstanding..... \$58,113,982 84  
 Number of stockholders..... 2,094

## FUNDED DEBT.

| DESIGNATION OF LIEN.             | Date.         | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------------|---------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                                  |               |              | Rate.     | When payable.  |                    |                     |                                      |
| First mortgage....               | Sept. 1, 1884 | 30           | p.c. 6    | Mar. & Sept. 1 | \$4,000,000        | \$3,444,000         | \$3,413,208 20                       |
| Consolidated first mortgage..... | June 1, 1889  | 50           | 5         | Dec. & June 1  | 10,000,000         | 5,600,000           | 4,876,500 00                         |
| Exchange bonds.....              | .....         | .....        | .....     | .....          | .....              | 6,000               | .....                                |
| Total.....                       | .....         | .....        | .....     | .....          | \$14,000,000       | \$9,050,000         | \$8,289,708 20                       |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Total cost of road, as reported, up to June 30, 1890..... | .....  | \$61,531,422 60                                       |
| Grading, masonry and ballast.....                         | \$21,420 28  | .....   |
| Bridges.....  | 32,038 79  | .....   |
| Superstructure (including ties).....                      | 80,841 73  | .....   |
| Buildings.....  | 19,537 82  | .....   |
| Land damages.....   | 6,398 21   | .....   |
| Fences.....   | 2,015 06   | .....   |
| Engine and freight stations.....                          | 9,723 74   | .....   |
| Steam machinery and tools.....                            | 5,800 25   | .....   |
| Water and water stations.....                             | 1,981 53   | .....   |
| Interest and discount charged to construction.....        | 198,560 00   | .....   |

First mortgage bonds in hands of the Farmers' Loan and Trust Company for \$2,000,000 of preferred stock.

## Cost of Road and Equipment—(Continued).

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Wharfing and coal transfers.....                               | \$203,404 48   | .....   |
| Zig-zag tunnel.....  | 151,469 02   | .....   |
| Creameries.....  | 425 76   | .....   |
| Total cost of road.....  | \$733,656 67   | \$62,265,079 5  |
| EQUIPMENT.   |  |   |
| Total cost of equipment, as reported, up to June 30, 1890..... |  | \$1,966,310 5   |
| Locomotives.....   | \$224,818 74   | .....   |
| Passenger cars.....  | 4,271 50   | .....   |
| Mail, baggage and express cars.....                            | 2,520 71   | .....   |
| Freight and other cars.....                                    | 313,849 69   | .....   |
| Total cost of equipment.....                                   | \$545,460 64   | \$2,511,771 2   |
| Grand total cost of road and equipment.....                    | \$1,279,117 31   | \$64,776,850 6  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |                |
|--|--------------|----------------|
| Steel rails, 1,951,745-2240 tons of 67 lbs.-rail laid in heavy grades, with fastenings, in place of 56-lbs.-steel rail, removed..... |              | \$19,532 3     |
| Six mogul and sixteen consolidated engines, and sundry improvements to engines.....  |              | 224,818 74     |
| Sundry improvements to passenger cars.....   |              | 4,271 50       |
| Two baggage cars, final charge.....  |              | 2,520 71       |
| Six hundred gondola, ten refrigerator, fourteen caboose, twenty dump cars and one Russell snow plow.....                             | \$363,599 94 |                |
| Eight hundred and fifty gondola coal cars, amount paid on account under car trust agreement.....                                     | 47,415 07    |                |
| Sundry improvements to freight cars.....   | 2,834 68     |                |
| Grading, ditching, sloping cuts, etc.....  |              | 313,849 69     |
| Bridges, trestles, culverts, tunnel work, etc.....   |              | 21,430 25      |
| Land and land damages.....   |              | 33,083 79      |
| Eight miles additional sidings and improvements including safety switches.....   |              | 6,396 2        |
| Passenger depots and freight-houses.....   |              | 30,641 73      |
| Fences.....  |              | 9,725 74       |
| Workshops and machinery.....   |              | 2,015 05       |
| Fuel and water stations.....   |              | 5,800 25       |
| Discount and commission on \$2,100,000 five per cent bonds sold.....   | \$196,500 00 | 1,961 53       |
| Expenses on account of issue of bonds.....   | 50 00        |                |
| Coal terminals at Weehawken and Oswego and coal transfer trestles at Oneida, Rome and Middletown.....                                |              | 196,550 00     |
| Zig-zag tunnel.....  |              | 203,404 48     |
| Creameries at Pittsfield and Edmeston.....   |              | 151,469 02     |
|  |              | 425 76         |
|  |              | \$1,279,117 31 |

## Income Account for Year Ending June 30, 1891.

|  |              |                |
|--|--------------|----------------|
| Gross earnings from operation.....   |              | \$2,809,762 16 |
| Less operating expenses (excluding all taxes).....   |              | 2,055,644 22   |
| Net earnings from operation.....   |              | \$754,057 94   |
| Income from other sources, as follows, viz.:   |              |                |
| Interest.....  |              | .....          |
| Gross income from all sources.....   |              | \$754,057 94   |
| Deductions from income, as follows, viz.:  |              |                |
| Interest on funded debt due and accrued.....   | \$453,902 36 |                |
| Rentals.....   | 169,955 71   |                |
| Taxes on property used in operation of road, on earnings and capital stock, and other taxes..... | 99,737 94    |                |
| Sundry interest and discount.....  | 5,032 61     |                |
|  |              | 732 2          |
| Surplus for year ending June 30, 1891.....   |              | \$100, 2       |



## General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891 .....                                 | \$100,439 82 |
| Surplus up to June 30, 1890 .....   | 856,802 04   |
| Applied in part payment of additions to rolling stock and betterments ..... | \$456,741 36 |
| Balance at credit of profit and loss account on June 30, 1890 .....         | \$319,526 77 |
| Deduct amount charged direct during the year .....                          | 2,189 50     |
| Total surplus June 30, 1891 .....   | \$317,337 27 |

## DETAILED STATEMENT OF RENTALS.

|  |              |
|--|--------------|
| Utica, Clinton and Binghamton and Rome and Clinton railroads ..... | \$75,000 00  |
| Wharton Valley railway .....                                       | 8,770 00     |
| Ontario, Carbondale and Scranton railway .....                     | 91,185 71    |
| Total amount of rentals deducted from income .....                 | \$169,955 71 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                 | Passenger.   | Freight.       | Total.         |
|---------------------------------|--------------|----------------|----------------|
| Freight, through .....          | \$257,978 83 |                |                |
| Freight, local .....            | 1,755,706 45 |                |                |
| Passengers, through .....       | \$127,416 82 | \$2,013,685 28 | \$2,013,685 28 |
| Passengers, local .....         | 528,768 02   |                |                |
| Mail .....                      | \$656,184 84 |                | 656,184 84     |
| Express .....                   | 35,470 00    |                | 35,470 00      |
|                                 | 66,619 78    |                | 66,619 78      |
| Miscellaneous, as follows, viz: |              |                |                |
| Telegraph .....                 | \$6,467 47   |                |                |
| News service .....              | 1,225 06     |                |                |
| Sundries .....                  | 30,049 73    |                |                |
|                                 | 16,171 54    | 21,570 72      | 37,742 26      |
| Total gross earnings .....      | \$774,446 16 | \$2,035,256 00 | \$2,809,702 16 |

## OPERATING EXPENSES.

|  |             |              |              |
|--|-------------|--------------|--------------|
| Maintenance of way and structure:                                |             |              |              |
| Repairs of track and roadbed .....                               | \$37,647 90 | \$217,248 49 | \$254,894 39 |
| Repairs of bridges (including culverts and cattle-guards) .....  | 6,979 72    | 40,276 32    | 47,256 04    |
| Repairs of stations, shops, docks, etc. ....                     | 2,950 24    | 17,024 29    | 19,974 53    |
| Repairs of fences .....  | 404 38      | 2,333 48     | 2,737 86     |
| Other expenses for maintenance of way and structures .....       | 10,415 00   | 60,099 57    | 70,514 57    |
| Total .....  | \$58,397 24 | \$336,980 15 | \$395,377 39 |
| Maintenance of equipment:  |             |              |              |
| Repairs of locomotives .....                                     | \$35,547 02 | \$52,034 28  | \$87,581 30  |
| Repairs of cars .....  | 41,691 29   | 111,089 16   | 152,780 45   |
| Repairs of machinery and tools .....                             | 11,611 66   | 23,318 26    | 34,929 92    |
| Other expenses for maintenance of equipment .....                | 1,099 23    | 6,343 06     | 7,442 29     |
| Total .....  | \$89,949 10 | \$192,784 76 | \$282,733 86 |
| Costs of operating transportation:                               |             |              |              |
| Wages of conductors and men .....                                | \$79,694 76 | \$115,015 14 | \$194,709 90 |
| Wages of engineers and firemen .....                             | 66,513 23   | 95,991 61    | 162,504 84   |
| Fuel for locomotives .....                                       | 91,910 60   | 179,254 53   | 271,165 13   |
| Oil and waste .....  | 6,087 91    | 12,429 10    | 18,487 01    |
| Water supply .....   | 1,752 16    | 10,110 82    | 11,862 98    |
| Other train supplies or expenses .....                           | 4,603 17    | 26,562 49    | 31,165 66    |
| Wages of station agents, clerks, and for labor at stations ..... | 17,851 23   | 103,010 18   | 120,861 41   |
| Station supplies .....   | 6,298 10    | 16,310 12    | 22,608 22    |
| Wages of watchmen, flagmen and switchmen .....                   | 5,673 40    | 32,738 27    | 38,411 67    |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.   | Freight.       | Total.         |
|--|--------------|----------------|----------------|
| Terminal expenses.....   | \$3,661 30   | \$131,787 58   | \$135,448 88   |
| Other expenses for conducting transportation .....                             | 51,888 45    | 78,979 40      | 130,867 85     |
| Total .....  | \$335,394 31 | \$802,189 24   | \$1,137,583 55 |
| <i>General expenses:</i>   |              |                |                |
| Salaries of general officers and clerks .....                                  | \$29,909 49  | \$43,165 25    | \$73,074 74    |
| General office expenses and supplies .....                                     | 6,142 83     | 8,866 32       | 15,009 15      |
| Stationery, printing, outside agencies and advertising .....                   | 2,148 96     | 3,101 37       | 5,250 33       |
| Legal expenses .....   | 3,116 37     | 4,497 54       | 7,613 91       |
| Loss and damage of freight and baggage and damage to cattle and property ..... | 2,237 80     | 12,913 20      | 15,151 00      |
| Injuries to persons .....  | 11,285 29    | 16,294 21      | 27,579 50      |
| Telegraph maintenance and operation .....                                      | 5,660 21     | 32,085 14      | 37,745 35      |
| Mileage of cars of other companies (debit balance) .....                       | 3,309 75     | 30,719 60      | 34,029 35      |
| Other general expenses .....   | 5,639 59     | 19,067 49      | 24,707 08      |
| Total .....  | \$69,280 29  | \$170,699 13   | \$239,979 42   |
| Grand total operating expenses .....   | \$562,990 94 | \$1,502,663 28 | \$2,065,654 22 |

## General Balance Sheet June 30, 1891.

| ASSETS.  |                |                 |
|--|----------------|-----------------|
| Cost of road .....                                       |                | \$62,265,073 77 |
| Cost of equipment .....                                  |                | 2,511,771 32    |
| <i>Other permanent investments, as follows, viz.:</i>    |                |                 |
| Stock of other companies .....                           | \$1,571,530 00 |                 |
| Bonds of other companies .....                           | 1,500,000 00   |                 |
| Steam excavators .....                                   | 7,500 00       |                 |
|  |                | 3,079,030 00    |
| <i>Current assets, as follows, viz.:</i>                 |                |                 |
| Cash on hand .....                                       | \$50,200 36    |                 |
| Bills receivable and loans .....                         | 424,034 43     |                 |
| Due by agents .....                                      | 109,422 62     |                 |
| Open accounts .....                                      | 669,192 56     |                 |
| Materials and supplies .....                             | 190,244 68     |                 |
| Accrued interest .....                                   | 6,260 00       |                 |
|  |                | 1,439,344 65    |
|  |                | \$69,296,225 14 |
| LIABILITIES.   |                |                 |
| Capital stock .....                                      |                | \$58,119,983 54 |
| Funded debt .....  |                | 9,044,000 00    |
| <i>Current liabilities, as follows, viz.:</i>            |                |                 |
| Interest on funded debt due and accrued .....            | \$104,070 88   |                 |
| Audited vouchers and pay-rolls .....                     | 374,462 47     |                 |
| Open accounts .....                                      | 198,453 22     |                 |
| Loans and bills payable .....                            | 504,266 95     |                 |
| Wharton Valley railway construction fund .....           | 58,263 57      |                 |
| Hancock and Pennsylvania railway construction fund ..... | 147,666 63     |                 |
|  |                | 1,387,163 65    |
| Revenue balance account .....                            |                | 456,741 35      |
| Profit and loss (surplus) .....                          |                | 317,387 77      |
|  |                | \$69,296,225 14 |

## Traffic and Mileage Statistics.

| ITEM.  | Through.   | Local.      | T           |
|--|------------|-------------|-------------|
| Number of passengers carried .....               | 33,201     | 975,014     | 1,008,215   |
| Number of passengers carried one mile .....      | 10,373,856 | 25,637,583  | 36,011,439  |
| Number of tons of freight carried .....          | 210,766    | 1,526,283   | 1,737,049   |
| Number of tons of freight carried one mile ..... | 33,106,969 | 161,791,790 | 194,898,759 |

## Traffic and Mileage Statistics — (Continued).

| ITEM.                         | Through. | Local. | Total.    |
|-------------------------------|----------|--------|-----------|
| Passenger train mileage ..... | .....    | .....  | 919,106   |
| Freight train mileage .....   | .....    | .....  | 1,326,470 |
| Total train mileage .....     | .....    | .....  | 2,245,576 |

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$774,446 16 | \$552,990 94 | \$221,455 22 |
| Average per passenger carried .....  | 7681         | 5485         | 2196         |
| Average per passenger per mile .....   | 0215         | 01535        | 00615        |
| Average per passenger train per mile .....   | 8426         | 6017         | 2409         |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 2,035,256 00 | 1,502,653 28 | 532,602 72   |
| Average per ton of freight carried .....   | 1 1716       | 965          | 3066         |
| Average per ton of freight per mile .....  | 01044        | 00771        | 00273        |
| Average per freight train per mile .....   | 1 534        | 1 133        | 401          |

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.         | Through.         | Local.           | Through<br>and local. |
|---|------------------|------------------|-----------------------|
| Average rate received per mile for carrying pas-<br>sengers, first class .....      | Cents.<br>1.1868 | Cents.<br>2.0624 | Cents.<br>1.9848      |
| Average rate received per mile for carrying pas-<br>sengers, second class .....     | 1.2413           | .....            | 1.2413                |
| Average rate received per mile for carrying pas-<br>sengers, all classes .....      | 1.2282           | 2.0624           | 1.8221                |
| Average rate received per mile per ton for carry-<br>ing freight, all classes ..... | .7792            | 1.0851           | 1.0392                |

## Description of Road and Equipment.

| TRACK.   | Miles owned all<br>In N. Y. State. | MILES, LEASED.            |                   | TOTAL MILES.              |                   |
|--|------------------------------------|---------------------------|-------------------|---------------------------|-------------------|
|  |                                    | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. |
| Main line, from Cornwall, to Oswego, single<br>track ..... | 271.75                             | .....                     | .....             | 271.75                    | 271.75            |
| Branches or other roads, single track .....                | 47.02                              | 53.79                     | 104.54            | 100.81                    | 151.56            |
| Total single track .....                                   | 318.77                             | 53.79                     | 104.54            | 372.56                    | 422.31            |
| Second track on branches, or other road .....              | .....                              | .....                     | 2.                | .....                     | 2.                |
| Sidings and turnouts on main line .....                    | 82.03                              | .....                     | .....             | 82.03                     | 82.03             |
| Sidings and turnouts on branches or other roads .....      | 3.52                               | 19.92                     | 30.85             | 23.44                     | 34.37             |
| Total sidings and turnouts .....                           | 85.55                              | 19.92                     | 30.85             | 105.47                    | 116.40            |
| Grand total of tracks, sidings and turnouts .....          | 404.32                             | 73.71                     | 137.39            | 478.03                    | 541.71            |
| Laid with steel rail, main line .....                      | 271.75                             | .....                     | .....             | 271.75                    | 271.75            |
| Laid with steel rail, branches or other roads .....        | 47.02                              | 53.79                     | 104.54            | 100.81                    | 151.56            |

Average life of rails — steel, 18 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 67 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballast laid with gravel and culm.

## REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                       | From               | To              | Length in New York State. | Entire length. | Owned or leased. | Miles of double track. | Miles of single track. |
|---|--------------------|-----------------|---------------------------|----------------|------------------|------------------------|------------------------|
| Ellenville branch.....                        | Summitville.....   | Ellenville..... | 7.80                      | 7.80           | Owned.....       | .....                  | 1.25                   |
| Delhi branch.....                             | Walton.....        | Delhi.....      | 16.84                     | 16.84          | Owned.....       | .....                  | 1.25                   |
| New Berlin branch.....                        | New Berlin Junc.   | New Berlin..... | 22.38                     | 22.38          | Owned.....       | .....                  | 1.25                   |
| Wharton Valley Railway.....                   | New Berlin.....    | Edmeston.....   | 6.80                      | 6.80           | Leased.....      | .....                  | 1.25                   |
| Utica, Clinton and Binghamton Railroad.....   | Randallsville..... | Utica.....      | 31.30                     | 31.30          | Leased.....      | .....                  | 1.25                   |
| Rome and Clinton Railroad.....                | Clinton.....       | Rome.....       | 12.78                     | 12.78          | Leased.....      | .....                  | 1.25                   |
| Ontario, Carbondale and Scranton Railway..... | Hancock Junc....   | Scranton.....   | 2.91                      | 63.66          | Leased.....      | 2.00                   | 65.66                  |

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
| Iron bridges.....    | 54                 | 11,529            | 94           | 14,700            |
| Wooden bridges.....  | 89                 | 5,098             | 89           | 5,000             |
| Wooden trestles..... | 118                | 21,376            | 124          | 25,000            |
| Total.....           | 261                | 38,003            | 307          | 44,700            |

| EQUIPMENT.                          | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
|                                     |            |             |               |                       |                                |                                 |                                   |
| Locomotives, 8 drivers.....         | 28         | .....       | 28            | .....                 | 170,000                        | 27                              | .....                             |
| Locomotives, 6 drivers.....         | 48         | .....       | 48            | .....                 | 126,000                        | 38                              | .....                             |
| Locomotives, 4 drivers.....         | 33         | .....       | 33            | .....                 | 109,300                        | 33                              | 1                                 |
| Locomotives, shifters.....          | 4          | .....       | 4             | .....                 | 84,600                         | 4                               | .....                             |
| Total.....                          | 113        | .....       | 113           | .....                 | .....                          | 102                             | 1                                 |
| First-class passenger cars.....     | 49         | .....       | 49            | \$6,000               | 54,200                         | 49                              | 8                                 |
| Second-class passenger cars.....    | 38         | .....       | 38            | 3,500                 | 44,200                         | 38                              | 8                                 |
| Baggage, mail and express cars..... | 25         | .....       | 25            | 2,500                 | 38,600                         | 25                              | 8                                 |
| Total.....                          | 112        | .....       | 112           | .....                 | .....                          | 112                             | 13                                |
| Box freight cars.....               | 664        | .....       | 664           | \$645                 | 22,300                         | .....                           | 2                                 |
| Stock freight cars.....             | 64         | .....       | 64            | 690                   | 20,450                         | .....                           | 1                                 |
| Milk cars.....                      | 29         | .....       | 29            | 270                   | 31,000                         | 29                              | 2                                 |
| Coal freight cars.....              | 2,287      | 850         | 3,137         | 513                   | 18,525                         | .....                           | 2,000                             |
| Flat freight cars.....              | 646        | .....       | 646           | 435                   | 16,920                         | .....                           | 3                                 |
| Dump cars (4-wheel).....            | 20         | .....       | 20            | 268                   | 9,000                          | .....                           | .....                             |
| Caboose, 4-wheel cars.....          | 30         | .....       | 30            | 597                   | 14,300                         | .....                           | 13                                |
| Caboose, 8-wheel cars.....          | 12         | .....       | 12            | 1,460                 | 31,100                         | .....                           | .....                             |
| Derricks.....                       | 3          | .....       | 3             | 1,354                 | 34,500                         | .....                           | .....                             |
| Tool cars.....                      | 3          | .....       | 3             | 2,000                 | 37,700                         | .....                           | .....                             |
| Snow plows.....                     | 5          | .....       | 5             | 1,720                 | 51,000                         | .....                           | .....                             |
| Total.....                          | 3,763      | 850         | 4,613         | .....                 | .....                          | .....                           | 2,000                             |

Passenger cars are equipped with Westinghouse automatic brake and Miller's head and coupler; freight cars have hand brake and Master Car Builders' standard head and automatic coupler.

Point switches are used on this road exclusively.

## Miscellaneous Statistics.

| ITEM.  | In N. Y. State. | Entire line. |
|--|-----------------|--------------|
| Telegraph owned and operated by company, miles .....           | 1,296           | 1,400.1      |
| Length of steel rails laid during year in repairs, miles....   | 18.5            | 18.5         |
| Railroad crossing road at grade .....                          | 9               | 11           |
| Railroad crossing road over or under grade .....               | 7               | 18           |
| Highway crossings at grade without protection.....             | 352             | 374          |
| Highway crossings at grade protected by gates or flagmen ..... | 22              | 35           |
| Highway crossings over or under grade .....                    | 58              | 68           |
| Overhead obstruction less than twenty feet above track ...     | 32              | 39           |

Passenger cars are heated by the McElroy system, steam heat; lighted by lamps and Frost dry carburetter system and ventilated by tilting sash and registers in upper deck, and by ventilators in hoods.

The National Express Company operates over this road at rates not less than first-class rates as per railroad company's freight tariff. The railroad company receives fifty per cent of the express company's receipts for all goods, excepting only packages of money and jewelry.

Pullman's sleeping and parlor cars run over this road. The railway company pay three cents per mile for use of cars. Pullman's company receives all Pullman car fares, which amount to six mills per mile for long distances; one cent to three-fourths of a cent per mile for short distances.

In some cases the railway company maintains cars in lieu of paying mileage to Pullman's company. Amount paid Pullman's company during year, \$3,057.33.

Ontario Despatch and "Soo" fast freight lines operate over this road. These lines have no separate organization; each railway company in interest furnishes its quota of cars on a mileage basis. Rates of mileage of cars and for maintenance of same are the same as on other cars interchanged. No preference is given in speed or order of transportation.

There is no special contract with the United States government for the transportation of mails. The railway company is paid at fixed rates based on weight of mail carried.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour .....  | 38,824    | 2.23      |
| Grain .....  | 70,266    | 4.04      |
| Meats and provisions .....   | 19,371    | 1.12      |
| Live stock .....   | 7,674     | .44       |
| Lumber .....   | 68,094    | 3.92      |
| Pig and bar iron and steel .....   | 58,579    | 3.37      |
| Iron or other ores .....   | 114,446   | 6.59      |
| Coal and coke .....  | 883,485   | 50.86     |
| Petroleum and other oils .....   | 31,201    | 1.80      |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. | 102,286   | 5.89      |
| All other manufactures .....   | 64,241    | 3.70      |
| All other merchandise .....  | 94,008    | 5.41      |
| All other agriculture products .....   | 73,247    | 4.22      |
| All other articles not included above .....  | 111,337   | 6.41      |
| Total .....  | 1,737,059 | 100       |

## NUMBER OF ACCIDENTS.

|                      | Injured. | Killed. | Total. |
|----------------------|----------|---------|--------|
| Employees .....      | 10       | 4       | 20     |
| Not passengers ..... | 4        | 8       | 12     |
| Total .....          | 20       | 12      | 32     |

## EMPLOYEES.

|   |                |
|---|----------------|
| Age number of persons employed (including officials) during year. . . | 2,453          |
| Greatest amount of salaries and wages paid them during year.....      | \$1,331,463.65 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| <i>Name.</i>   | <i>Title.</i>                           | <i>Official Address.</i>                             |
|--|---|--|
| THOMAS P. FOWLER.....  | President.....                          | 16 and 18 Exchange pl., N. Y. city.                  |
| JOHN B. KERR.....  | Vice-President and<br>General Counsel.. | 16 and 18 Exchange pl., N. Y. city.                  |
| JOSEPH PRICE.....  | Vice-President.....                     | 5 and 6 Great Winchester st.<br>London, Eng.         |
| RICHARD D. RICKARD.....  | Secretary & Treas..                     | 16 and 18 Exchange pl., N. Y. city.                  |
| JAMES E. CHILDS.....   | General Manager...                      | 16 and 18 Exchange pl., N. Y. city.                  |
| JAMES C. ANDERSON.....   | General Freight and<br>Passenger Agent. | 16 and 18 Exchange pl., N. Y. city.                  |
| GEORGE W. WEST.....  | Superintendent of<br>Motive Power.....  | Middletown, N. Y.                                    |
| E. CANFIELD.....   | Chief Engineer.....                     | Middletown, N. Y.                                    |
| C. W. LANPHER.....   | Supt. of Transp't'n                     | Norwich, N. Y.                                       |
| CHARLES A. DEAPER.....   | Purchasing Agent<br>and Paymaster...    | 16 and 18 Exchange pl., N. Y. city.                  |
| JOHN FLEMMING.....   | Transfer Agent.....                     | 16 and 18 Exchange pl., N. Y. city.                  |
| ENGLISH ASSOCIATION OF<br>AMERICAN BOND AND<br>SHAREHOLDERS..... | Transfer Agent.....                     | 5 and 6 Great Winchester st.<br>London, Eng.         |
| MERCANTILE TRUST Co...   | Registrar of Stocks.                    | 120 Broadway, N. Y. city—6 Lombard st., London, Eng. |

## Directors of the Company.

| <i>Name.</i>             | <i>Residence.</i>                          |
|--------------------------|--|
| THOMAS P. FOWLER.....    | 16 and 18 Exchange pl., N. Y. city.        |
| JOSEPH PRICE.....        | 5 and 6 Great Winchester st., London, Eng. |
| FRANCIS R. CULBERT.....  | 7 Wall st., N. Y. city.                    |
| SAMUEL BARTON.....       | 66 Broadway, N. Y. city.                   |
| RICHARD IRVIN.....       | 19 William st., N. Y. city.                |
| JOHN B. KERR.....        | 16 and 18 Exchange pl., N. Y. city.        |
| WILLIAM H. PAULDING..... | 2 East Forty-second st., N. Y. city.       |
| HARRY PEARSON.....       | 5 and 6 Great Winchester st., London, Eng. |
| CHAS. J. RUSSELL.....    | 5 and 6 Great Winchester st., London, Eng. |
| ALBERT S. ROE.....       | 321 Produce Exchange, N. Y. city.          |
| EBEN K. SIBLEY.....      | 160 Broadway, N. Y. city.                  |
| CHARLES S. WHELEN.....   | 309 Walnut st., Philadelphia, Pa.          |
| JOHN GREENOUGH.....      | 2 Nassau st., N. Y. city.                  |

Title of company, New York, Ontario and Western Railway Company.

General offices at 16 and 18 Exchange place, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in September.

For information concerning this report, address Richard D. Rickards, Secretary and Treasurer.

## NEW YORK, PENNSYLVANIA AND OHIO.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

For history of organization, etc., see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | PREFERRED.     |           |
|--|----------------|------------------|----------------|-----------|
|  | No. of shares. | Total par value. | No. of shares. | per cent. |
| Authorized by law or charter.....                                      | 700,000        | \$35,000,000     | 200,000        | 5         |
| Issued for part payment of property purchased and now outstanding..... | 699,987        | \$4,999,350      | 200,000        |           |

Grand total of common and preferred stock now outstanding.....

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | Date.       | Term, years. | INTEREST. |                  | Amount authorized. | Amount outstanding. |
|-----------------------------|-------------|--------------|-----------|------------------|--------------------|---------------------|
|                             |             |              | Rate.     | When payable.    |                    |                     |
| Prior lien bonds .....      | May 5, 1880 | 15           | p. c.     | Mar. 1 & Sept. 1 | \$8,000,000        | \$8,000,000         |
| First mortgage bonds .....  | May 6, 1880 | 25           | 7         | Jan. 1 & July 1  | 44,325,000         | 44,325,000          |
| Second mortgage bonds ..... | May 7, 1880 | 30           | 5         | May 1 & Nov. 1   | 14,500,000         | 14,500,000          |
| Third mortgage bonds .....  | May 7, 1880 | 35           | 5         | May 1 & Nov. 1   | 30,000,000         | 30,000,000          |
| Total .....                 |             |              |           |                  | \$96,825,000       | \$96,825,000        |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....           | \$47,585 87  | \$455,891 69  |
| Bridges .....                                | 9,945 43   | 16,062 51   |
| Rails .....                                  |  | 68,750 24   |
| Land and land damages .....                  | 20,191 67  | 121,204 18  |
| Fences .....                                 | 2,472 64   | 6,306 71  |
| Passenger and freight stations .....         | 38,371 11  | 166,282 03  |
| Engine and car houses .....                  | 2,302 70   | 3,180 68  |
| Shops, machinery and tools .....             |  | 20,126 06   |
| Fuel and water stations .....                | 3,879 69   | 24,055 23   |
| Engineering expenses .....                   | 1,022 56   | 12,006 95   |
| Road built by contract .....                 | 4,958 60   | 82,703 59   |
| Purchase of constructed road .....           | 2,442,634 73   | 158,634,662 15  |
| Telegraph line .....                         | 3,906 80   | 9,011 92  |
| Ore dock improvements .....                  | 3,997 80   | 46,871 15   |
| Interlocking apparatus .....                 | 14,962 65  | 39,102 88   |
| Other items .....                            | 3,693 00   | 29,438 65   |
| Total cost of road .....                     | \$2,591,928 55   | \$159,740,656 62                                      |
| EQUIPMENT.                                   |  |   |
| Locomotives .....                            |  | \$5,217 79  |
| Mail, baggage and express cars .....         |  | 1,453 52  |
| Freight and other cars .....                 |  | 8,644 35  |
| Total cost of equipment .....                |  | \$15,315 66   |
| Grand total cost of road and equipment ..... | \$2,591,928 55   | \$159,755,972 28                                      |

## Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Income from rental .....   | \$2,175,141 46 |
| Less general expenses .....  | 54,375 46      |
| Net earnings .....   | \$2,120,766 00 |
| Income from other sources, as follows, viz.:                         |                |
| Income from Sharon Railway stock .....                               | \$1,437 00     |
| Interest and exchange .....  | 4,365 46       |
| Rent of equipment on ore docks, Cleveland .....                      | 22,306 12      |
| Interest on New York, Pennsylvania and Ohio equipment at, 1890 ..... | 4,784 31       |
|  | 32,891 89      |
| rose income from all sources .....                                   | \$2,153,647 86 |
| Deductions from income, as follows, viz.:                            |                |
| rest on funded debt due and accrued .....                            | \$1,128,177 63 |
| als. ....  | 608,061 96     |
| ns. ....   | 5,253 28       |
| of cars under car trusts .....                                       | 29,991 07      |
| of locomotives, etc. ....  | 12,175 56      |
| of refrigerator cars .....   | 10,626 09      |

\* Credit.

|   |                      |
|---|----------------------|
| London equipment trust .....  | \$97,437 33          |
| New York, Pennsylvania and Ohio Railroad Company equipment trust, 1890..... | 102,303 18           |
| General expenses.....   | 4,934 70             |
| London agency expenses.....   | 28,424 39            |
| Mileage of private freight cars.....  | 8,577 25             |
| Settlement of business prior to May 1, 1883 .....                           | 2,241 03             |
| Special fund for additions .....  | 119,337 92           |
| Special fund for special additions .....                                    | 21,523 97            |
| Special fund for Sharon Railway stock.....                                  | 2,413 05             |
| Special fund for contingent liabilities.....                                | 36,142 40            |
| Special fund to meet payments account of capital.....                       | 7,163 48             |
|   | <u>\$2,225,374 9</u> |

Deficit for year ending June 30, 1891 .....

\$71,736 4

#### General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$71,736 4 |
| Surplus up to June 30, 1890.....           | 376,324 57 |

Total surplus June 30, 1891.....

\$305,588 17

#### DETAILED STATEMENT OF RENTALS.

|  |              |
|--|--------------|
| Rent of Cleveland and Mahoning Valley Railway .....  | \$514,189 00 |
| Rent of Sharon Railway.....                          | 22,324 00    |
| Rent of Westernman Railroad.....                     | 4,400 00     |
| Rent of New Castle and Shenango Valley Railroad..... | 24,225 30    |
| Rent of water rights.....                            | 63 30        |
| Rent of docks, lots, etc.....                        | 32,839 23    |

Total amount of rentals deducted from income.....

\$606,051 53

#### General Expenses.

|  |             |
|--|-------------|
| Salaries of general officers and clerks..... | \$40,437 33 |
| General office expenses and supplies.....    | 3,773 61    |
| Legal expenses .....                         | 10,173 33   |

Total.....

\$54,384 27

#### General Balance Sheet June 30, 1891.

##### ASSETS.

|   |                         |
|---|-------------------------|
| Cost of road.....                                     | \$159,740,556 01        |
| Cost of equipment .....                               | 18,318 01               |
| <i>Other permanent investments, as follows, viz.:</i> |                         |
| Stock of other companies.....                         | \$26,150 00             |
| Bonds of other companies.....                         | 58,000 00               |
|   | <u>\$84,150 00</u>      |
| <i>Current assets, as follows, viz.:</i>              |                         |
| Cash on hand .....                                    | \$123,403 46            |
| Bills receivable.....                                 | 1,200 00                |
| Open accounts.....                                    | 1,030,833 51            |
|   | <u>1,155,436 97</u>     |
|   | <u>\$160,996,554 98</u> |

##### LIABILITIES.

|  |                         |
|--|-------------------------|
| Capital stock.....                                     | \$44,999,360 00         |
| Funded debt .....                                      | 96,835,000 00           |
| Deferred warrants .....                                | 16,744,000 00           |
| <i>Current liabilities, as follows, viz.:</i>          |                         |
| Interest on funded debt due and accrued.....           | \$769,555 85            |
| Audited vouchers and pay-rolls.....                    | 10,973 78               |
| Open accounts.....                                     | 49,799 20               |
|  | <u>\$830,328 83</u>     |
| Special fund for additions.....                        | 922,469 46              |
| Special fund for special additions .....               | 57,333 36               |
| Special fund for Sharon railway stock .....            | 41,781 43               |
| Special fund for contingent liabilities.....           | 199,104 82              |
| Special fund to meet payments on account capital ..... | 42 13                   |
| Profit and loss (surplus) .....                        | 30 17                   |
|  | <u>\$160,996,554 98</u> |

#### Officers of the Company.

| Name                     | Title.               | Official Address      |
|--------------------------|----------------------|-----------------------|
| CHARLES E. WHITEHEAD.... | President.....       | 71 Wall street, N. Y. |
| JOHN TOD.....            | Vice-President.....  | Cleveland, Ohio.      |
| E. TUPPER.....           | Secretary.....       | Cleveland, Ohio.      |
| E. R. PERKINS .....      | Treasurer.....       | Cleveland, Ohio.      |
| J. T. WANN .....         | Auditor.....         | Cleveland, Ohio.      |
| RUSSELL AND RICE.....    | General Counsel..... | Cleveland, Ohio.      |



| <i>Name.</i>               | <i>Directors of the Company.</i> | <i>Residence.</i> |
|----------------------------|----------------------------------|-------------------|
| CHARLES E. WHITEHEAD ..... |                                  | New York city.    |
| JOHN TOD .....             |                                  | Cleveland, Ohio.  |
| E. H. PERKINS .....        |                                  | Cleveland, Ohio.  |
| SAMUEL MATHER .....        |                                  | Cleveland, Ohio.  |
| W. J. MCKINNIE .....       |                                  | Cleveland, Ohio.  |
| FAYETTE BROWN .....        |                                  | Cleveland, Ohio.  |
| JOHN T. WANN .....         |                                  | Cleveland, Ohio.  |
| J. M. FERRIS .....         |                                  | Toledo, Ohio.     |
| E. J. BARNY .....          |                                  | Dayton, Ohio.     |
| H. S. PERKINS .....        |                                  | Warren, Ohio.     |
| LEWIS MILLER .....         |                                  | Akron, Ohio.      |
| E. A. WHEELER .....        |                                  | Sharon, Pa.       |
| SIMON PERKINS .....        |                                  | Sharon, Pa.       |

Title of company, New York, Pennsylvania and Ohio Railroad Company.

General offices at Cleveland, Ohio.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in October.

For information concerning this report, address J. T. Wann, Auditor.

## NEW YORK, PENNSYLVANIA AND OHIO.

## LESSEE.

For all details of operation, etc., not herein embraced, see report of New York, Lake Erie and Western, *and*.

## Traffic and Mileage Statistics.

| ITEM.  | Through.    | Local.     | Total.      |
|--|-------------|------------|-------------|
| Number of passengers carried .....               | 303,552     | 1,574,141  | 1,877,693   |
| Number of passengers carried one mile .....      | 42,181,253  | 43,745,311 | 85,926,564  |
| Number of tons of freight carried .....          | 4,960,960   | 2,004,497  | 6,965,457   |
| Number of tons of freight carried one mile ..... | 794,765,317 | 92,302,002 | 887,067,319 |
| Passenger train mileage .....                    |             |            | 1,791,267   |
| Freight train mileage .....                      |             |            | 4,520,679   |
| All other train mileage .....                    |             |            | 1,661,131   |
| Total train mileage .....                        |             |            | 7,973,077   |

| ITEM.  | Earnings.      | Expenses.    | Profit.      |
|--|----------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$1,911,445 79 | \$962,149 21 | \$849,296 58 |
| Average per passenger carried .....  | 96             | 51           | 45           |
| Average per passenger per mile .....   | 02108          | 0112         | 00988        |
| Average per passenger train per mile .....   | 1 01           | 53           | 48           |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 5,152,853 33   | 3,684,049 50 | 1,468,803 83 |
| Average per ton of freight carried .....   | 74             | 53           | 21           |
| Average per ton of freight per mile .....  | 00581          | 00415        | 00166        |
| Average per freight train per mile .....   | 1 14           | 81           | 33           |

| ITEM.  | Through.     | Local.       | Through and local. |
|--|--------------|--------------|--------------------|
| Cost based on earnings from carrying passengers and freight only.              |              |              |                    |
| Average rate received per mile for carrying passengers, first class .....      | Cents. 1.472 | Cents. 2.236 | Cents. 1.899       |
| Average rate received per mile for carrying passengers, second class .....     | 1.525        | 1.438        | 1.505              |
| Average rate received per mile for carrying passengers, all classes .....      | 1.485        | 2.181        | 1.839              |
| Average rate received per mile per ton for carrying freight, all classes ..... | .51          | 1.092        | .57                |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.           |                | Miles leased, all outside New York State. | TOTAL MILES.           |                |
|---|------------------------|----------------|---|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. |   | Length in N. Y. State. | Entire length. |
| Main line from Salamanca, N. Y., to Dayton, O., single track..... | 49.24                  | 388.04         | .....                                     | 49.24                  | 388.04         |
| Branches or other roads, laid single track.....                   | .....                  | 39.41          | 169.09                                    | .....                  | 208.50         |
| Total single track.....   | 49.24                  | 427.45         | 169.09                                    | 49.24                  | 596.54         |
| Second track, branches or other roads.....                        | .....                  | .....          | 55.78                                     | .....                  | 55.78          |
| Sidings and turnouts on main line.....                            | 23.1                   | 160.09         | .....                                     | 23.1                   | 160.09         |
| Sidings and turnouts on branches or other roads.....              | .....                  | 10.24          | 118.64                                    | .....                  | 128.88         |
| Total sidings and turnouts.....                                   | 23.1                   | 170.33         | 118.64                                    | 23.1                   | 288.97         |
| Grand total of tracks, sidings and turnouts.....                  | 72.34                  | 597.78         | 287.73                                    | 72.34                  | 885.51         |
| Laid with steel rail, main line.....                              | 49.24                  | 388.04         | .....                                     | 49.24                  | 388.04         |
| Laid with steel rail, branches or other roads.....                | .....                  | 38.53          | 220.58                                    | .....                  | 259.11         |
| Laid with iron rail, branches or other roads.....                 | .....                  | .88            | 4.21                                      | .....                  | 5.09           |

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 68½ lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel (56 per cent), slag (26 per cent), other material (8 per cent).

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                              | From                        | To                               | Entire length. | Owned or leased. | Miles of double track. | Miles laid with steel rail. | Miles laid with iron rail. |
|--|-----------------------------|----------------------------------|----------------|------------------|------------------------|-----------------------------|----------------------------|
| Franklin branch.....                                 | Buchanan Jc., Pa.           | Oil City, Pa.                    | 33.78          | Owned..          | .....                  | 33.78                       | .....                      |
| Silver Creek branch.....                             | Silver Cr'k Jc., O.         | Coal Mines, O.                   | 5.63           | Owned..          | .....                  | 4.75                        | .....                      |
| Total owned.....                                     | .....                       | .....                            | 39.41          | .....            | .....                  | 38.53                       | .....                      |
| Cleveland and Mahoning Valley Railroad.....          | Cleveland, O.               | Penna. and Ohio State line       | 87.86          | Leased..         | 55.78                  | 136.64                      | .....                      |
| Niles and New Lisbon R. R.                           | Niles, O.                   | Three miles S. of New Lisbon, O. | 36.27          | Leased..         | .....                  | 36.27                       | .....                      |
| Liberty and Vienna Railroad.                         | Mosier, O.                  | Coal mines, below Vienna, O.     | 6.81           | Leased..         | .....                  | 4.44                        | 2.37                       |
| Westerman Railroad.....                              | Penna. and Ohio State line. | Sharon, Pa.                      | 2.09           | Leased..         | .....                  | 2.09                        | .....                      |
| Sharon Railway.....                                  | Sharon, Pa.                 | Pymatuning Junction, Pa.         | 7.93           | Leased..         | .....                  | 7.93                        | .....                      |
| Sharon R'y, Middlesex Br.                            | Ferrona Jc., Pa.            | W. Middlesex, Pa.                | 6.86           | Leased..         | .....                  | 6.86                        | .....                      |
| Sharon R'y, Sharpville Br.                           | Boyce Junc., Pa.            | Sharpville, Pa.                  | 1.86           | Leased..         | .....                  | 1.86                        | .....                      |
| New Castle and Shenango Valley Railroad.....         | W. Middlesex, Pa.           | New Castle, Pa.                  | 16.73          | Leased..         | .....                  | .....                       | .....                      |
| Youngstown and Austintown Railroad.....              | Youngstown, O.              | Lead's Mines, O.                 | 3.87           | Leased..         | .....                  | .....                       | 1.9                        |
| Youngstown and Austintown R. R., Manning branch..... | Manning Jc., O.             | Tip'c'noe M'ns, O.               | 6.11           | Leased..         | .....                  | .....                       | .....                      |
| Total leased.....                                    | .....                       | .....                            | 169.09         | .....            | 55.78                  | 220.58                      | 4.21                       |
| Total branches.....                                  | .....                       | .....                            | 208.50         | .....            | 55.78                  | 259.11                      | 4.21                       |

## Description of Road and Equipment—(Continued).

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 11                 | 940               | 100          | 11,677            |
| Wooden bridges.....  | 2                  | 278               | 8            | 1,447             |
| Wooden trestles..... | 2                  | 810               | 79           | 7,066             |
| <b>Total.....</b>    | <b>15</b>          | <b>1,528</b>      | <b>187</b>   | <b>20,190</b>     |

| EQUIPMENT.                          | No. owned.   | No. leased.  | Total number. | Average cost of each. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|--------------|--------------|---------------|-----------------------|---------------------------------|-----------------------------------|
|                                     |              |              |               |                       |                                 |                                   |
| Locomotives, 8 drivers.....         | 45           | 30           | 75            | \$10,000              | 53                              | .....                             |
| Locomotives, 6 drivers.....         | 25           | 17           | 42            | 9,000                 | 36                              | .....                             |
| Locomotives, 4 drivers.....         | 136          | 5            | 141           | 7,000                 | 86                              | .....                             |
| <b>Total.....</b>                   | <b>206</b>   | <b>52</b>    | <b>258</b>    | .....                 | <b>175</b>                      | .....                             |
| First-class passenger cars.....     | 59           | .....        | .....         | \$5,000               | 59                              | 59                                |
| Second-class passenger cars.....    | 40           | .....        | .....         | 3,000                 | 37                              | 37                                |
| Baggage, mail and express cars..... | 45           | .....        | .....         | 1,500                 | 45                              | 45                                |
| <b>Total.....</b>                   | <b>144</b>   | .....        | .....         | .....                 | <b>141</b>                      | <b>141</b>                        |
| Box freight cars.....               | 3,450        | 298          | 3,848         | \$500                 | .....                           | 424                               |
| Stock freight cars.....             | 495          | 296          | 791           | 425                   | .....                           | 306                               |
| Coal freight cars.....              | 3,034        | 2,289        | 5,323         | 450                   | .....                           | 1,885                             |
| Flat freight cars.....              | 419          | .....        | 419           | 300                   | .....                           | 1                                 |
| Caboose, 4-wheel cars.....          | 16           | 15           | 31            | 500                   | .....                           | .....                             |
| Caboose, 8-wheel cars.....          | 91           | .....        | 91            | 800                   | .....                           | .....                             |
| Service cars.....                   | 18           | .....        | 18            | 750                   | 3                               | 3                                 |
| <b>Total.....</b>                   | <b>7,523</b> | <b>2,898</b> | <b>10,521</b> | .....                 | <b>3</b>                        | <b>2,621</b>                      |

Passenger cars are equipped with Westinghouse brake and Miller coupler; Westinghouse and hand brake and M. C. B. and McKeene coupler on freight cars. Split switch, with automatic high stand, used on main line.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| roads crossing road at grade.....                         | 3               | 47           |
| roads crossing road over or under grade.....              | .....           | 12           |
| way crossings at grade without protection.....            | 53              | 561          |
| way crossings at grade protected by gates or flagmen..... | 12              | 93           |
| way crossings over or under grade.....                    | 3               | 61           |
| head obstructions less than twenty feet above track.....  | .....           | .....        |

Passenger cars are heated by steam, lighted with gas and 300° test oil, ventilated by movable sash in deck and transoms over doors.

\*Nearly all are of this class.

## REPORT OF THE RAILROAD COMMISSIONERS.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....   | 205,226   | 2.35      |
| Grain.....   | 409,064   | 5.87      |
| Meats and provisions.....  | 87,611    | 1.26      |
| Live stock.....  | 57,801    | .85       |
| Lumber.....  | 384,236   | 5.32      |
| Pig and bar iron and steel.....  | 819,014   | 11.76     |
| Iron and other ores.....   | 632,610   | 9.06      |
| Coal and coke.....   | 2,439,529 | 35.02     |
| Petroleum and other oils.....  | 318,868   | 4.53      |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 10,626    | .15       |
| All other manufactures.....  | 544,386   | 7.81      |
| All other merchandises.....  | 313,145   | 4.50      |
| All other agricultural products.....   | 153,268   | 2.20      |
| All other articles not included above.....   | 590,063   | 8.67      |
| Total.....   | 6,965,457 | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 14       | .....   | 14     |
| Employees.....  | 484      | 27      | 511    |
| Others.....     | 86       | 40      | 126    |
| Total.....      | 583      | 67      | 650    |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 5,356  
 Aggregate amount of salaries and wages paid them during year ..... \$2,975,769 87

For information concerning this report address A. R. Macdonough, Secretary New York Lake Erie and Western Railroad Company, Lessee, 21 Cortlandt street, New York city.

## NEW YORK AND ROCKAWAY BEACH.

(Date of charter, August 19, 1887.)

For history of organization, etc., see Report of 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |       |
|--|----------------|-------|
|  | No. of shares. | T par |
| Authorized by law or charter, issued for reorganization and now outstanding..... | 10,000         |       |

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | Date.         | Term years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|-----------------------------|---------------|-------------|-----------|---------------|--------------------|---------------------|
|                             |               |             | Rate.     | When payable. |                    |                     |
| First mortgage.....         | Sept. 1, 1887 | 40          | p. c.     | Mar. & Sept.  | \$1,000,000        | \$772,000           |
| Second mortgage income bds. | Sept. 1, 1887 | 40          | 5         | January 1     | 1,000,000          | 1,000,000           |
| Total.....                  |               |             |           |               | \$2,000,000        | \$1,772,000         |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Superstructure (including ties).....         | \$1,714 43   |   |
| Land.....                                    | 1,473 60   |   |
| Total cost reported up to June 30, 1890..... |  | \$2,052,239 49  |
| Total cost of road.....                      | \$3,187 93   | \$2,055,421 42  |
| Total cost of equipment.....                 |  | 669,174 83  |
| Grand total cost of road and equipment.....  | \$3,187 93   | \$2,724,596 25  |

## Income Account for Year Ending June 30, 1891.

|   |             |              |
|---|-------------|--------------|
| Gross earnings from operation.....                  |             | \$233,085 87 |
| Less operating expenses (excluding all taxes).....  |             | 186,919 62   |
| Net earnings from operation.....                    |             | \$46,166 25  |
| <i>Income from other sources, as follows, viz.:</i> |             |              |
| Rentals.....  | \$1,330 02  |              |
| Interest.....                                       | 2,306 08    |              |
|   |             | 3,636 10     |
| Gross income from all sources.....                  |             | \$49,801 35  |
| <i>Deductions from income, as follows, viz.:</i>    |             |              |
| Interest on funded debt due and accrued.....        | \$38,600 00 |              |
| Taxes on property used in operation of road.....    | 1,617 99    |              |
| Taxes on earnings and capital stock.....            | 1,120 40    |              |
|   |             | 41,338 39    |
| Surplus for year ending June 30, 1891.....          |             | \$8,462 96   |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891..... | \$8,462 96  |
| Deficit up to June 30, 1890.....           | 82,398 83   |
| Total deficit June 30, 1891.....           | \$49,935 37 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.   | Freight.    | Total.       |
|----------------------------|--------------|-------------|--------------|
| Freight, all local.....    |              | \$19,925 60 | \$19,925 60  |
| Passengers, all local..... | \$209,273 13 |             | 209,273 13   |
| Freight, all local.....    | 8,887 14     |             | 8,887 14     |
| Total gross earnings.....  | \$213,160 27 | \$19,925 60 | \$233,085 87 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

## OPERATING EXPENSES.

|  | Passenger.   | Freight.    | Total.       |
|--|--------------|-------------|--------------|
| <i>Maintenance of way and structures:</i>                      |              |             |              |
| Repairs of track and roadbed.....                              | \$14,897 28  | \$1,295 42  | \$16,192 70  |
| Repairs of bridges (including culverts and cattle-guards)..... | 63,017 49    | 5,479 77    | 68,497 26    |
| Repairs of stations, shops, docks, etc.....                    | 1,272 47     | 110 65      | 1,383 12     |
| Repairs of fences.....   | 1,281 24     | 111 41      | 1,392 65     |
| Other expenses for maintenance of way and structures.....      | 3,420 28     | 297 41      | 3,717 69     |
| Total .....  | \$63,888 71  | \$7,294 66  | \$71,183 37  |
| <i>Maintenance of equipment:</i>                               |              |             |              |
| Repairs of locomotives .....                                   | \$2,239 80   | \$194 77    | \$2,434 57   |
| Repairs of cars .....  | 9,063 48     | 430 58      | 9,494 06     |
| Other expenses for maintenance of equipment.....               | 2,617 98     | .....       | 2,617 98     |
| Total .....  | \$13,921 26  | \$625 35    | \$14,546 61  |
| <i>Conducting transportation:</i>                              |              |             |              |
| Wages of conductors and men.....                               | \$8,431 75   | \$1,618 75  | \$10,050 50  |
| Wages of engineers and firemen .....                           | 10,083 77    | 919 27      | 11,003 04    |
| Fuel for locomotives .....                                     | 19,288 33    | 1,676 99    | 20,965 32    |
| Oil and waste.....   | 394 49       | 34 48       | 428 97       |
| Water supply.....  | 1,823 96     | 158 61      | 1,982 57     |
| Other train supplies or expenses .....                         | 1,021 95     | 88 86       | 1,110 81     |
| Wages of station agents and clerks.....                        | 4,649 48     | 404 30      | 5,053 78     |
| Wages for labor at stations .....                              | .....        | 184 60      | 184 60       |
| Station supplies.....  | 1,989 21     | 172 98      | 2,162 19     |
| Wages of watchmen, flagmen and switchmen.....                  | 5,917 87     | 514 80      | 6,432 67     |
| Total .....  | \$51,598 81  | \$5,773 44  | \$57,372 25  |
| <i>General expenses:</i>                                       |              |             |              |
| Salaries of general officers and clerks.....                   | \$5,864 92   | \$509 99    | \$6,374 91   |
| General office expenses and supplies.....                      | 622 63       | 54 12       | 676 75       |
| Stationery and printing .....                                  | 2,779 34     | 241 68      | 3,021 02     |
| Outside agencies and advertising.....                          | 5,194 66     | 451 71      | 5,646 37     |
| Legal expenses.....  | 5,486 15     | 476 97      | 5,963 12     |
| Loss and damage of freight and baggage.....                    | 50 75        | 4 41        | 55 16        |
| Damage to cattle and property .....                            | 87 40        | 7 60        | 95 00        |
| Injuries to persons.....                                       | 766 36       | 66 64       | 833 00       |
| Other general expenses.....                                    | 1,060 82     | 92 24       | 1,153 06     |
| Total .....  | \$21,912 08  | \$1,905 36  | \$23,817 44  |
| Grand total operating expenses .....                           | \$171,320 81 | \$15,598 81 | \$186,919 62 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                 |
|--|-----------------|
| Cost of road.....                        | \$2,055,421 02  |
| Cost of equipment.....                   | 669,174 28      |
| <i>Current assets, as follows, viz.:</i> |                 |
| Cash on hand .....                       | \$22,847 35     |
| Due by agents .....                      | 7,803 00        |
| Open accounts.....                       | 14,757 75       |
| Profit and loss (deficiency) .....       | 45,468 10       |
|  | 43,936 37       |
|  | <u>\$2,813.</u> |

## LIABILITIES.

|   |                 |
|---|-----------------|
| Capital stock.....                            | \$1,000.        |
| Funded debt.....                              | 1,772           |
| <i>Current liabilities, as follows, viz.:</i> |                 |
| Interest on funded debt due and accrued.....  | 12.             |
| Audited vouchers and pay-rolls .....          | 12.             |
| Open accounts.....                            | 16.             |
|   | <u>\$2,813.</u> |

# NEW YORK AND ROCKAWAY BEACH.

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## Traffic and Mileage Statistics.

### ITEM.

All local.

|  |            |
|--|------------|
| Number of passengers carried.....                | 1,484,457  |
| Number of passengers carried one mile .....      | 15,621,277 |
| Number of tons of freight carried .....          | 49,819     |
| Number of tons of freight carried one mile ..... | 543,016    |

|                               |         |
|-------------------------------|---------|
| Passenger train mileage ..... | 242,633 |
| Freight train mileage.....    | 22,079  |
| All other train mileage ..... | 1,886   |
| Total train mileage .....     | 266,598 |

| ITEM.  | Earnings.    | Expenses.    | Profit.     |
|--|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$218,160 27 | \$171,320 81 | \$41,839 46 |
| Average per passenger carried .....  | 1486         | 1194         | 0292        |
| Average per passenger per mile .....   | 0136         | 011          | 0026        |
| Average per passenger train per mile.....  | 8785         | 7061         | 1724        |
| Freight earnings and expenses (including miscellaneous earnings) .....               | 19,925 60    | 15,598 81    | 4,326 79    |
| Average per ton of freight carried.....  | 404          | 3163         | 0877        |
| Average per ton of freight per mile .....  | 0367         | 0287         | 008         |
| Average per freight train per mile.....  | 9025         | 7065         | 196         |

### ITEM.

All local.

Cents.

|   |       |
|---|-------|
| Computed on earnings from carrying passengers and freight only.             |       |
| Average rate received per mile for carrying passengers, all classes .....   | 1.34  |
| Average rate received per mile per ton for carrying freight, all classes... | 3.669 |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in N. Y. State. | Miles leased, all in N. Y. State. | Total miles, all in N. Y. State. |
|--|----------------------------------|-----------------------------------|----------------------------------|
| Main line, from Glendale Junction to Rockaway Park, single track ..... | 10.31                            | .....                             | 10.31                            |
| Total of branches or other roads, single track .....                   | .....                            | 3.24                              | 3.24                             |
| Total single track .....   | 10.31                            | 3.24                              | 13.55                            |
| Second track on main line .....  | 10.31                            | .....                             | 10.31                            |
| Sidings and turnouts on main line .....                                | 2.54                             | .....                             | 2.54                             |
| Sidings and turnouts on branches or other roads.....                   | .....                            | .37                               | .37                              |
| Total sidings and turnouts .....                                       | 2.54                             | .37                               | 2.91                             |
| Grand total of tracks, sidings and turnouts .....                      | 23.16                            | 3.61                              | 26.77                            |
| La with steel rail, main line.....                                     | 20.62                            | .....                             | 20.62                            |
| La with steel rail, branches or other roads .....                      | .....                            | 3.24                              | 3.24                             |

A life of rails — steel, 15 years; average life of ties, 10 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and cin.

## REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD. | From              | To                 | Entire length in N. Y. State. | Owned, or leased. | Miles of double track. | Miles laid with steel rail. |
|-------------------------|-------------------|--------------------|-------------------------------|-------------------|------------------------|-----------------------------|
| Far Rockaway .....      | Hammels .....     | Far Rockaway ....  | 3.24                          | Leased .....      | .....                  | 3.24                        |
| " .....                 | Glendale Junct'n. | Long Island City.. | 5.99                          | " .....           | 5.99                   | 11.98                       |
| " .....                 | Bushwick Junct'n. | Bushwick .....     | 2.82                          | " .....           | .....                  | 2.82                        |
| " .....                 | Woodhaven Junc.   | Flatbush avenue..  | 7.19                          | " .....           | 7.19                   | 14.38                       |

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE. |                   |
|-----------------------|--------------------------------|-------------------|
|                       | Number.                        | Aggregate length. |
| Iron bridges .....    | 5                              | Feet 67           |
| Wooden trestles ..... | 2                              | 24.79             |
| Total .....           | 8                              | 25.157            |

| EQUIPMENT.                       | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|----------------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....     | 7          | \$7,125               | 80,000                         | 16%                            | 7                               | .....                             |
| First-class passenger cars ..... | 74         | \$4,800               | 46,000                         | 16%                            | 74                              | 74                                |
| Box freight cars .....           | 20         | \$429                 | 22,000                         | 16%                            | .....                           | .....                             |
| Gondolas .....                   | 12         | 200                   | 16,000                         | 16%                            | .....                           | .....                             |
| Gabooses, 8-wheel cars .....     | 8          | 1,100                 | 22,400                         | 16%                            | 3                               | .....                             |
| Service cars .....               | 10         | 200                   | 16,000                         | 16%                            | .....                           | .....                             |
| Total .....                      | 45         | .....                 | .....                          | .....                          | 3                               | .....                             |

Vacuum brake and Miller coupler in use on passenger cars.  
Loring split switch universally used on passenger tracks.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Total assessed value of real estate and personal property of company .....  | .....                       |
| Railroad crossing road over or under grade .....  | 1                           |
| Highway crossings at grade without protection .....   | 1                           |
| Highway crossings at grade protected by gates or flagman .....  | 1                           |
| Highway crossings over or under grade .....   | 4                           |
| Overhead obstructions less than twenty feet above track .....   | 3                           |
| Passenger cars are heated by steam from locomotive, lighted with mineral oil and ventilated by openings in clear story. | .....                       |
| Long Island Express Company runs over this road at twenty-five per cent earnings.                                       | .....                       |

\* Portions of the Long Island Railroad this company uses by agreement.



# NEW YORK AND ROCKAWAY BEACH.

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## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....   | 196      | .39       |
| Meats and provisions.....  | 215      | .44       |
| Lumber.....  | 22,740   | 45.11     |
| Pig and bar iron and steel.....  | 185      | .38       |
| Coal and coke.....   | 11,420   | 23.18     |
| Petroleum and other oils.....  | 123      | .26       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 3,318    | 6.73      |
| All other merchandise.....   | 4,950    | 10.03     |
| All other agricultural products.....   | 715      | 1.45      |
| All other articles not included above.....   | 5,457    | 11.07     |
| Total.....   | 49,319   | 100       |

## NUMBER OF ACCIDENTS.

|  | Injured. | Killed. | Total. |
|--|----------|---------|--------|
| Others, not passengers or employees..... | 1        | 1       | 2      |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 202  
 Aggregate amount of salaries and wages paid them during year..... \$94,152 45

## Officers of the Company.

| Name.                 | Title.                     | Official Address.         |
|-----------------------|----------------------------|---------------------------|
| AUSTIN CORBIN.....    | President.....             | 192 Broadway, N. Y. city. |
| CHAS. M. PRATT.....   | Vice-President.....        | 26 Broadway, N. Y. city.  |
| BENJAMIN NORTON.....  | Second Vice-President..... | Long Island City, N. Y.   |
| GEORGE S. EDGELL..... | Treasurer.....             | 192 Broadway, N. Y. city. |
| D. S. VOORHEES.....   | Assistant Secretary.....   | 192 Broadway, N. Y. city. |

## Directors of the Company.

| Name.                      | Residence.             |
|----------------------------|------------------------|
| AUSTIN CORBIN.....         | New York city.         |
| CHAS. M. PRATT.....        | Brooklyn, N. Y.        |
| JAMES G. K. DUEB.....      | New York city.         |
| WILLIAM B. KENDALL.....    | Brooklyn, N. Y.        |
| BENJAMIN NORTON.....       | New York city.         |
| GEORGE S. EDGELL.....      | New York city.         |
| WILLIAM G. WHEELER.....    | New York city.         |
| EVERETT R. REYNOLDS.....   | New York city.         |
| FRANK M. KELLY.....        | Greenwich, Conn.       |
| WILLIAM J. KELLY.....      | Brooklyn, N. Y.        |
| JOHN STRATTON.....         | New York city.         |
| FREDERICK N. DUNTON.....   | Hollis, L. L. N. Y.    |
| JAMES K. O. SHEERWOOD..... | Glen Cove, L. L. N. Y. |

Title of company, New York and Rockaway Beach Railway Company.  
 General offices at Long Island City, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, fourth Tuesday in March.  
 For information concerning this report address, J. Carlsen, Auditor.

## NEW YORK AND SEA BEACH.

(Date of charter, May 12, 1883.)

For history of organization, etc., see Reports of 1885 and 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued for purchase of property and now outstanding ..... | 5,000          | \$500.00         |
| Number of stockholders .....  |                | 1                |

## FUNDED DEBT.

| DESIGNATION OF LIEN.            | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---------------------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                                 |               |              | Rate.     | When payable. |                    |                     |                                      |
| First mort. bonds.              | May 14, 1883  | 16           | p.c.<br>7 | Mar. & Sept.  | \$200,000          | \$200,000           | •                                    |
| Second mortgage income bonds... | Sept. 1, 1885 | 5            | 6         | Mar. & Sept.  | 200,000            | 194,700             | \$194,700                            |
| Bond and mortg'e.               | June 1, 1880  | 1            | 5         | May & Nov.    | 22,288             | 22,288              | •                                    |
| Bond and mortg'e.               | June 1, 1880  | 1            | 5         | Jan. & July   | 7,500              | 7,500               | •                                    |
| Bond and mortg'e.               | Feb. 1, 1884  | 1            | 5         | May & Nov.    | 4,000              | 4,000               | †                                    |
| Total.....                      |               |              |           |               | \$433,788          | \$428,488           | \$194,700                            |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
|  |  |   |
| Grading, masonry and ballast .....   |  | \$9,744 85  |
| Bridges .....  |  | 12,445 70   |
| Rails .....  |  | 9,349 70  |
| Land .....   |  | 8,211 21  |
| Passenger and freight stations .....                                       | \$237 26   | 30,264 87   |
| Engine and car-houses .....  |  | 4,497 45  |
| Shops, machinery and tools .....   | 909 40   | 1,718 19  |
| Fuel and water stations .....  |  | 139 17  |
| Engineering expenses .....   |  | 140 00  |
| Purchase of constructed road, including equipment and telegraph line ..... |  | 720,700 00  |
| Sundries .....   | 433 83   | 2,807 00  |
| Total cost of road .....   | \$1,580 49   | 840,000 00  |
| EQUIPMENT.   |  |   |
| Locomotives .....  |  | 200 00  |
| Passenger cars .....   | \$3,641 26   | 300 00  |
| Mail, baggage and express cars .....                                       | 1,972 00   | 900 00  |
| Total cost of equipment .....  | \$4,613 26   | \$4,000 00  |
| Grand total cost of road and equipment .....                               | \$6,193 75   | \$844,000 00  |

\* Debt of former company assumed.

† Purchase-money mortgage.

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |                   |
|--|-------------------|
| Electric-light plant at Bay Ridge for lighting Bay Ridge and Third avenue stations ..... | \$273 26          |
| Steam hoisting apparatus at Bay Ridge .....  | 909 40            |
| New safe and fixtures in general offices .....   | 433 83            |
| Six new flat cars purchased .....  | 1,972 00          |
| Payment under car trust agreement for passenger cars and a locomotive, .....             | 2,330 00          |
|  | <u>\$5,918 49</u> |

## Income Account for Year Ending June 30, 1891.

|   |                    |
|---|--------------------|
| Gross earnings from operation .....                 | \$75,214 78        |
| Less operating expenses (excluding all taxes) ..... | 69,260 01          |
| Net earnings from operation .....                   | <u>\$5,954 77</u>  |
| <i>Income from other sources, as follows, viz.:</i> |                    |
| Terminal property department .....                  | 40,286 56          |
| Gross income from all sources .....                 | <u>\$46,241 33</u> |
| <i>Deductions from income, as follows, viz.:</i>    |                    |
| Interest on funded debt due and accrued .....       | \$15,708 15        |
| Taxes on earnings and capital stock .....           | 315 38             |
| Interest on floating debt .....                     | 192 47             |
| Terminal property expenses .....                    | 3,635 09           |
|   | <u>19,851 09</u>   |
| Surplus for year ending June 30, 1891 .....         | <u>\$26,390 24</u> |

## General Income Account.

|  |                    |
|--|--------------------|
| Surplus for year ending June 30, 1891 .....  | \$26,390 24        |
| Deficit up to June 30, 1890 .....  | \$34,283 14        |
| Bundry charges against old unsettled accounts properly belonging in past years' business ..... | 2,676 84           |
|  | <u>36,929 98</u>   |
| Total deficit June 30, 1891 .....  | <u>\$10,539 74</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.  | Freight.    | Total.      |
|---|-------------|-------------|-------------|
| Freight, all local .....                |             | \$15,012 23 | \$15,012 23 |
| Passengers, all local .....             | \$57,936 53 |             | 57,936 53   |
| <i>Miscellaneous, as follows, viz.:</i> |             |             |             |
| Charter of locomotives and cars..       | \$1,751 50  |             |             |
| Sundries .....                          | 514 52      |             |             |
|   |             | 2,266 02    | 2,266 02    |
| Total gross earnings .....              | \$57,936 53 | \$17,278 25 | \$75,214 78 |

## OPERATING EXPENSES.

|   |            |            |            |
|---|------------|------------|------------|
| <i>Maintenance of way and structures:</i>                       |            |            |            |
| Repairs of track .....  | \$3,985 55 | \$1,380 00 | \$5,365 55 |
| Repairs of roadbed .....  | 13 40      |            | 13 50      |
| Repairs of bridges (including culverts and cattle-guards) ..... | 95 97      |            | 95 97      |
| Repairs of stations, shops, docks, etc. ....                    | 2,069 61   | 227 98     | 2,287 59   |
| Repairs of fences .....   | 26 19      |            | 26 19      |
| Total .....   | \$6,180 82 | \$1,607 98 | \$7,788 80 |
| <i>Maintenance of equipment:</i>                                |            |            |            |
| Repairs of locomotives .....                                    | \$1,911 71 | \$183 00   | \$2,094 71 |
| Repairs of cars .....   | 4,105 03   | 441 00     | 4,546 03   |
| Repairs of machinery and tools .....                            | 316 82     | 199 50     | 516 32     |
| Total .....   | \$6,333 56 | \$823 50   | \$7,157 06 |

## Analysis of Gross Earnings and Operating Expenses—(Continued.)

|  | Passenger.         | Freight.           | Total.             |
|--|--------------------|--------------------|--------------------|
| <i>Conducting transportation:</i>                  |                    |                    |                    |
| Wages of conductors and men .....                  | \$2,075 61         | \$424 11           | \$2,499 72         |
| Wages of engineers and firemen .....               | 4,063 39           | 611 20             | 4,674 59           |
| Fuel for locomotives .....                         | 5,345 47           | 713 70             | 6,059 17           |
| Oil and waste .....                                | 174 47             | 24 73              | 199 20             |
| Water supply .....                                 | 679 41             | .....              | 679 41             |
| Other train supplies or expenses .....             | 370 21             | 7 39               | 377 60             |
| Wages of station agents and clerks .....           | 1,910 21           | .....              | 1,910 21           |
| Wages for labor at stations .....                  | 193 67             | 4,320 63           | 4,514 30           |
| Station supplies .....                             | 2,078 24           | 131 08             | 2,209 32           |
| Wages of watchmen, flagmen and switchmen .....     | 2,882 44           | 90 00              | 2,972 44           |
| Other expenses for conducting transportation ..... | .....              | 2,037 35           | 2,037 35           |
| <b>Total .....</b>                                 | <b>\$19,763 12</b> | <b>\$8,360 34</b>  | <b>\$28,123 46</b> |
| <i>General expenses:</i>                           |                    |                    |                    |
| Salaries of general officers and clerks .....      | \$11,635 82        | \$110 00           | \$11,745 82        |
| General office expenses and supplies .....         | 2,022 70           | .....              | 2,022 70           |
| Stationery and printing .....                      | 1,760 10           | .....              | 1,760 10           |
| Outside agencies and advertising .....             | 6,372 10           | .....              | 6,372 10           |
| Legal expenses .....                               | 3,097 20           | .....              | 3,097 20           |
| Other general expenses .....                       | 1,192 77           | .....              | 1,192 77           |
| <b>Total .....</b>                                 | <b>\$26,080 69</b> | <b>\$110 00</b>    | <b>\$26,190 69</b> |
| <b>Grand total operating expenses .....</b>        | <b>\$45,843 81</b> | <b>\$10,901 82</b> | <b>\$56,745 63</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.   |             |                       |
|---|-------------|-----------------------|
| Cost of road and equipment .....                      |             | \$364,873 12          |
| <i>Other permanent investments, as follows, viz.:</i> |             |                       |
| Stock of other companies .....                        | \$5,500 00  |                       |
| Miscellaneous .....                                   | 53,483 33   | 58,983 33             |
| <i>Current assets, as follows, viz.:</i>              |             |                       |
| Cash on hand .....                                    | \$5,567 84  |                       |
| Open accounts .....                                   | 60,324 34   |                       |
| Materials and supplies .....                          | 10,161 61   | 75,053 79             |
| Profit and loss (deficiency) .....                    |             | 10,435 74             |
|   |             | <b>\$1,009,953 12</b> |
| LIABILITIES.  |             |                       |
| Capital stock .....                                   |             | \$500,000 00          |
| Funded debt .....                                     |             | 428,468 12            |
| <i>Current liabilities, as follows, viz.:</i>         |             |                       |
| Interest on funded debt due and accrued .....         | \$37,151 99 |                       |
| Audited vouchers and pay-rolls .....                  | 3,102 21    |                       |
| Open accounts .....                                   | 27,638 01   |                       |
| Loans and bills payable .....                         | 13,575 96   | 81,468 17             |
|   |             | <b>\$1,009,953 12</b> |

## Traffic and Mileage Statistics.

| ITEM.  |                |
|--|----------------|
| Number of passengers carried .....               | 1,000,000      |
| Number of passengers carried one mile .....      | 4,000,000      |
| Number of tons of freight carried .....          | 25,000,000     |
| Number of tons of freight carried one mile ..... | 125,000,000    |
| Passenger train mileage .....                    | 124,000        |
| Freight train mileage .....                      | 11,000         |
| <b>Total train mileage .....</b>                 | <b>135,000</b> |

## Traffic and Mileage Statistics — (Continued).

| ITEM.  | Earnings.   | Expenses.   | Loss.               |
|--|-------------|-------------|---------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$57,936 53 | \$58,358 19 | \$421 66            |
| Average per passenger carried.....   | 114         | 11487       | 00087               |
| Average per passenger per mile.....  | 019         | 01914       | 00014               |
| Average per passenger train per mile.....  | 4657        | 469         | 0033                |
| Freight earnings and expenses (including miscellaneous earnings).....                | 17,278 25   | 10,901 82   | Profit.<br>6,376 43 |
| Average per ton of freight carried.....  | 6846        | 432         | 2528                |
| Average per ton of freight per mile.....   | 1141        | 072         | 0421                |
| Average per freight train per mile.....  | 1 50        | 95          | 55                  |

## ITEM.

All local.  
Cents.

|   |      |
|---|------|
| Computed on earnings from carrying passengers and freight only.             |      |
| Average rate received per mile for carrying passengers, all classes.....    | 1.9  |
| Average rate received per mile per ton for carrying freight, all classes... | 9.91 |

## Description of Road and Equipment.

## TRACK.

Miles owned, all  
in N. Y. State.

|  |      |
|--|------|
| Main line from Bay Ridge to Coney Island, single track.....  | 6    |
| Branches or other roads, single track.....   | .6   |
| Total single track.....  | 6.6  |
| Second track on main line.....   | 6    |
| Sidings and turnouts on main line.....   | 2    |
| Grand total of tracks, sidings and turnouts.....   | 14.6 |
| Laid with steel rail, main line.....   | 3.6  |
| Laid with iron rail, main line.....  | 9.1  |
| Laid with iron rail, branches or other roads.....  | 1.9  |
| Average life of rails—steel, 15 years, iron 10 years; average life of ties, 6 years;<br>weight of rails per yard—steel, 56 lbs., iron, 56 lbs.; gauge of track, 4 feet, 8½ inches;<br>ballasted with gravel and ashes. |      |

## BRIDGES.

ENTIRE LINE IN NEW YORK  
STATE.

|                     | Number. | Aggregate<br>length. |
|---------------------|---------|----------------------|
|                     |         | Feet.                |
| Iron bridges.....   | 1       | 103                  |
| Wooden bridges..... | 8       | 839                  |
| Total.....          | 4       | 442                  |

## EQUIPMENT.

|                           | No. owned. | No. leased. | Total number. | Average cost of<br>each. | Maximum<br>weight of each<br>in lbs. | Average life of<br>each in years. | No. equipped<br>with patent<br>brake. |
|---------------------------|------------|-------------|---------------|--------------------------|--------------------------------------|-----------------------------------|---------------------------------------|
| motives, 4 drivers.....   | 5          | 1           | 6             | \$5,700                  | 60,000                               | 15                                | 6                                     |
| Class passenger cars..... | 31         | 10          | 41            | \$1,500                  | 16,000                               | 10                                | 41                                    |
| freight cars.....         | 2          | .....       | 2             | \$500                    | 14,000                               | 15                                | 2                                     |
| reight cars.....          | 12         | .....       | 12            | 400                      | 14,000                               | 10                                | 12                                    |
| total.....                | 14         | .....       | 14            | .....                    | .....                                | .....                             | 14                                    |

See' vacuum brake and ordinary coupler are in use on all cars.  
"Amapo safety switch is used exclusively on this road.

## Miscellaneous Statistics.

| ITEM.   | Entire line<br>N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles.....                       |                             |
| Total assessed value of real estate and personal property of company..... |                             |
| Railroads crossing road at grade.....                                     |                             |
| Railroads crossing road over or under grade.....                          |                             |
| Highway crossings at grade without protection.....                        |                             |
| Highway crossings at grade protected by gates or flagmen.....             |                             |
| Highway crossings over or under grade.....                                |                             |
| Overhead obstructions less than twenty feet above track.....              |                             |

Passengers cars are heated by stoves, lighted with kerosene and ventilated by ventilators.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tons |
|--|------|
| Lumber and cement.....                     |      |
| Coal and coke.....                         |      |
| Manufactures.....                          |      |
| All other articles not included above..... |      |
| Total.....                                 |      |

## EMPLOYEES.

Average number of persons employed (including officials) during year...

## Officers of the Company.

| Name.                    | Title.                       | Official Address.      |
|--------------------------|------------------------------|------------------------|
| ALBRICK H. MAN.....      | President.....               | New York city.         |
| L. C. LATHROP.....       | Vice-President.....          | New York city.         |
| JAMES T. NELSON.....     | Secretary and Treasurer..... | New York city.         |
| RICHARD J. A. LARKE..... | Superintendent.....          | Bay Ridge, L. I. E. I. |

## Directors of the Company.

| Name.                     | Residence.     |
|---------------------------|----------------|
| ALBRICK H. MAN.....       | New York city. |
| L. C. LATHROP.....        | New York city. |
| GEO. PRABODY WETMORE..... | New York city. |
| WM. O. PLATT.....         | New York city. |
| JOHN BARKER.....          | New York city. |
| JAMES T. NELSON.....      | New York city. |
| CHAS. C. PROTHROBE.....   | New York city. |

Title of company, New York and Sea Beach Railway Company.

General offices at 54 Wall street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, fourth Tuesday in November.

For information concerning this report, address Alrick H. Man, President.

## NEW YORK, WESTCHESTER AND PUTNAM.

## LESSOR.

LESSEE — NEW YORK AND NORTHERN.

(Date of charter, July 3, 1877.)

For history of organization, see Report of 1888.  
No report filed for year ending June 30, 1891.

NIAGARA FALLS BRANCH.

(Date of charter, December 24, 1875.)

For history of organization, see Reports of 1885 and 1886.

Capital Stock.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 2,500          | \$250,000           | \$248,756                                  |

Number of stockholders..... 15

Cost of Road.

Total cost up to  
June 30, 1891.

Construction account..... \$248,756 00

General Balance Sheet June 30, 1891.

ASSETS.

Cost of road..... \$248,756 00

*Current assets, as follows, viz :*

Rome, Watertown and Ogdensburg Railroad Company ..... 6,244 00

\$250,000 00

LIABILITIES.

Capital stock..... \$250,000 00

Officers of the Company.

| Name.                   | Title.                       | Official Address.        |
|-------------------------|------------------------------|--------------------------|
| CHARLES PARSONS, Jr.... | President.....               | 96 Broadway, N. Y. city. |
| JOSEPH A. LAWYER.....   | Secretary and Treasurer..... | 96 Broadway, N. Y. city. |

Directors of the Company.

| Name.                    | Residence.          |
|--------------------------|---------------------|
| CHARLES PARSONS.....     | New York city.      |
| CHARLES PARSONS, Jr..... | New York city.      |
| EDWIN PARSONS, 3d.....   | New York city.      |
| WILLIAM LUMMIS.....      | New York city.      |
| CLARENCE S. DAY.....     | New York city.      |
| JOSEPH A. LAWYER.....    | New York city.      |
| CHARLES G. BURNHAM.....  | New York city.      |
| GEORGE PARSONS.....      | New York city.      |
| WILLIAM H. PLATT.....    | Brooklyn, N. Y.     |
| LIAM F. DOOLITTLE.....   | Brooklyn, N. Y.     |
| LIAM E. HOPKINS.....     | Mount Vernon, N. Y. |
| IS A. EMERSON.....       | Yonkers, N. Y.      |
| TON FERGUSON.....        | Stamford, Conn.     |

Title of company, Niagara Falls Branch Railroad Company.

General offices at 96 Broadway, New York city.

For information concerning this report, address J. A. Lawyer, Treasurer.

**NORTHERN ADIRONDACK.**

(Date of consolidation, April 5, 1890.)

The road was organized in 1885 with a capital stock of \$150,000.

On April 4, 1890, the road was consolidated with the Northern Adirondack Extension Railroad Company under an agreement of consolidation filed in the Secretary of State's office, April 5, 1890, and the capital stock was made \$450,000, of which \$300,000 was issued in exchange for the capital stock of the Northern Adirondack Extension Railroad Company under the consolidation, that being the amount of the capital stock of the Northern Adirondack Extension Railroad Company.

On July 8, 1890, a mortgage of \$77,000 was put upon the property of the Northern Adirondack Railroad Company redeemable on any July first or January first, after January 1, 1892.

On April 4, 1890, a mortgage of \$825,000 was put upon the entire property. None of the bonds covered by this mortgage have been sold, but the entire issue has been pledged for the payment of certain of the debts of the company.

It is proposed upon an increase of stock to cancel this mortgage and make a new mortgage only sufficient in amount to take up the existing \$77,000 mortgage and the balance of the company's indebtedness.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued on account of construction and now outstanding ..... | .....          | \$450,000        |
| Number of stockholders .....  | .....          | 11               |

**FUNDED DEBT.**

| DESIGNATION OF LIEN. | Date.       | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|----------------------|-------------|--------------|-----------|---------------|--------------------|---------------------|
|                      |             |              | Rate.     | When payable. |                    |                     |
| Mortgage .....       | July, 1889  | 10           | 6         | *             | \$77,000           | \$77,000            |
| Mortgage .....       | April, 1890 | 30           | 6         | *             | 825,000            | †                   |
| Total .....          | .....       | .....        | .....     | .....         | \$902,000          | \$77,000            |

**Cost of Road and Equipment.**

| ROAD.                                 | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---------------------------------------|--|---|
| Grading and masonry .....             | \$318,340 10   | \$318 10  |
| Ballast .....                         | 42,714 15  | 114 15  |
| Bridges .....                         | 14,415 16  | 115 16  |
| Superstructure (including ties) ..... | 34,616 04  | 116 04  |
| Rails .....                           | 120,762 10   | 117 10  |

\* Not reported. † Not negotiated. Pledged for the payment of certain of the company.



## Cost of Road and Equipment—(Continued).

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Land .....                                   | \$4,230 00   | \$8,490 10  |
| Land damages .....                           |  | 5,490 00  |
| Fences .....                                 |  | 5,280 92  |
| Passenger and freight stations .....         | 6,445 15   | 18,065 57   |
| Engine and car-houses .....                  |  | 9,800 15  |
| Shops, machinery and tools .....             |  | 25,320 18   |
| Fuel and water stations .....                | 2,861 30   | 5,861 49  |
| Engineering expenses .....                   | 5,816 00   | 16,093 50   |
| Total cost of road .....                     | \$550,000 00   | \$1,229,720 00  |
| <b>EQUIPMENT.</b>                            |  |   |
| Locomotives .....                            |  | \$5,000 00  |
| Freight and other cars .....                 |  | 10,741 09   |
| Total cost of equipment .....                |  | \$15,741 09   |
| Grand total cost of road and equipment ..... | \$550,000 00   | \$1,245,461 09  |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....   | \$143,281 77 |
| Less operating expenses (excluding all taxes) .....   | 72,393 81    |
| Net earnings from operation .....   | \$70,897 96  |
| <i>Income from all sources, as follows, viz.:</i>   |              |
| Rents .....   | \$348 00     |
| Car mileage .....   | 11,712 10    |
|   | 12,060 10    |
| Gross income from all sources .....   | \$82,958 06  |
| <i>Deductions from income, as follows, viz.:</i>  |              |
| Rentals, cars and locomotives .....   | \$32,463 74  |
| Taxes on property used in operation of road, on earnings and capital stock, and other taxes ..... | 2,748 05     |
|   | 35,211 79    |
| Surplus for year ending June 30, 1891 .....   | \$47,746 27  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$47,746 27 |
| Surplus up to June 30, 1890 .....           | 7,607 44    |
| Total surplus June 30, 1891 .....           | \$54,753 71 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.  | Freight.    | Total.       |
|---|-------------|-------------|--------------|
| Freight, all local .....                |             | \$93,125 66 | \$93,125 66  |
| Passengers, through and local .....     | \$41,873 04 |             | 41,873 04    |
| Mail .....                              | 2,745 07    |             | 2,745 07     |
| Express .....                           | 3,513 97    |             | 3,513 97     |
| <i>Miscellaneous, as follows, viz.:</i> |             |             |              |
| Telegraph .....                         |             | 1,564 43    | 1,564 43     |
| Paul Smith's stage .....                | 459 60      |             | 459 60       |
| Total gross earnings .....              | \$48,591 68 | \$94,690 09 | \$143,281 77 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

## OPERATING EXPENSES.

|  | Passenger.  | Freight.    | Total       |
|--|-------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                      |             |             |             |
| Repairs of track and roadbed.....                              | \$7,958 03  | \$15,447 94 | \$23,405 97 |
| Repairs of bridges (including trestles and cattle-guards)..... | 607 31      | 1,178 89    | 1,786 20    |
| Repairs of stations, shops, docks, etc.....                    | 207 89      | 463 54      | 671 43      |
| Total .....  | \$8,773 23  | \$17,090 37 | \$25,863 60 |
| <i>Maintenance of equipment:</i>                               |             |             |             |
| Repairs of locomotives.....                                    | \$1,269 14  | \$2,463 63  | \$3,732 77  |
| Repairs of cars .....  | 945 49      | 2,246 17    | 3,191 66    |
| Total .....  | \$2,214 63  | \$4,709 80  | \$6,924 43  |
| <i>Conducting transportation:</i>                              |             |             |             |
| Wages of conductors and men .....                              | \$1,906 57  | \$3,700 99  | \$5,607 56  |
| Wages of engineers and firemen .....                           | 2,216 50    | 4,302 61    | 6,519 11    |
| Fuel for locomotives .....                                     | 4,025 92    | 7,815 03    | 11,840 95   |
| Oil and waste .....  | 374 87      | 727 68      | 1,102 55    |
| Water supply .....   | 46 06       | 89 39       | 135 45      |
| Other train supplies or expenses .....                         | 13 13       | 25 48       | 38 61       |
| Wages of station agents and clerks .....                       | 1,103 04    | 2,141 31    | 3,244 35    |
| Station supplies .....   | 36 63       | 71 10       | 107 73      |
| Wages of watchmen, flagmen and switchmen.....                  | 444 12      | 862 13      | 1,306 25    |
| Total .....  | \$10,166 83 | \$19,735 62 | \$29,902 45 |
| <i>General expenses:</i>                                       |             |             |             |
| Salaries of general officers and clerks.....                   | \$2,753 03  | \$5,344 12  | \$8,097 15  |
| General office expenses and supplies.....                      | 58 62       | 113 80      | 172 42      |
| Stationery and printing .....                                  | 842 90      | 665 64      | 1,508 54    |
| Outside agencies and advertising .....                         | 127 43      | 247 35      | 374 78      |
| Loss and damage of freight and baggage.....                    | 13 44       | 26 09       | 39 53       |
| Telegraph maintenance and operation.....                       | 20 71       | 40 20       | 60 91       |
| Total .....  | \$3,316 13  | \$6,437 20  | \$9,753 33  |
| Grand total operating expenses .....                           | \$24,470 82 | \$47,912 99 | \$72,383 81 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |             |                |
|---|-------------|----------------|
| Cost of road.....                                       |             | \$1,329,729 00 |
| Cost of equipment.....                                  |             | 15,741 00      |
| Other permanent investments, as follows, viz.:          |             |                |
| Real estate and buildings .....                         | \$12,852 24 |                |
| Horses, coaches, harness, etc., used on stage line..... | 1,252 50    |                |
|   |             | 14,104 74      |
| Current assets, as follows, viz.:                       |             |                |
| Cash on hand.....                                       | \$293 94    |                |
| Due by agents.....                                      | 633 85      |                |
| Open accounts.....                                      | 110,000 42  |                |
|   |             | 110,928 21     |
|   |             | \$1,360,594 94 |

## LIABILITIES.

|  |            |        |
|--|------------|--------|
| Capital stock.....                     |            | 1 00   |
| Funded debt.....                       |            | 1 00   |
| Current liabilities, as follows, viz.: |            |        |
| Audited vouchers and pay-rolls.....    | \$6,520 33 |        |
| Loans and bills payable.....           | 779,720 00 |        |
| Profit and loss (surplus) .....        |            | 1 33   |
|  |            | 1 71   |
|  |            | \$1 00 |

## Traffic and Mileage Statistics.

| ITEM.   | Through. | Local.  | Total.    |
|---|----------|---------|-----------|
| Number of passengers carried.....               | 7,573    | 34,915  | 42,488    |
| Number of passengers carried one mile.....      | 152,311  | 702,240 | 854,551   |
| Number of tons of freight carried.....          | .....    | .....   | 79,234    |
| Number of tons of freight carried one mile..... | .....    | .....   | 1,297,124 |
| Passenger train mileage.....                    | .....    | .....   | 34,430    |
| Mixed train mileage.....                        | .....    | .....   | 34,064    |
| Total train mileage.....                        | .....    | .....   | 68,514    |

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$48,591 68 | \$24,470 82 | \$24,120 86 |
| Average per passenger carried.....   | 1 143       | 576         | 567         |
| Average per passenger per mile.....  | 057         | 028         | 029         |
| Average per passenger train per mile.....  | 944         | 475         | 469         |
| Freight earnings and expenses (including miscellaneous earnings).....                | 94,690 09   | 47,912 99   | 46,777 10   |
| Average per ton of freight carried.....  | 1 19        | 60          | 59          |
| Average per ton of freight per mile.....   | 073         | 037         | 036         |
| Average per freight train per mile.....  | 5 556       | 2 811       | 2 745       |

## ITEM.

Computed on earnings from carrying passengers and freight only.

Through and local. Cents.

Average rate received per mile for carrying passengers, all classes..... 4.9

Average rate received per mile per ton for carrying freight, all classes.... 7.2

## Description of Road and Equipment.

## TRACE.

Miles owned, all in N. Y. State.

Main line from Moira to Tupper Lake station, single track..... 55

Sidings and turnouts on main line..... 2.55

Grand total of tracks, sidings and turnouts..... 57.55

Laid with steel rail, main line..... 57.55

Average life of rails—steel, 21 years; average life of ties, 7 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## BRIDGES.

## ENTIRE LINE IN NEW YORK STATE.

|                | Number. | Aggregate length. |
|----------------|---------|-------------------|
| n bridges..... | 3       | Feet<br>440       |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                           | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. |
|--------------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|---------------------------------|
| Locomotives, 6 drivers .....         | 1          | .....       | 1             | \$3,000               | 30,000                         | 1                               |
| Locomotives, 4 drivers .....         | 1          | 4           | 5             | 7,000                 | to 100,000                     | 5                               |
| Total .....                          | 2          | 4           | 6             | .....                 | .....                          | 6                               |
| First-class passenger cars .....     | .....      | 3           | 3             | \$3,000               | .....                          | .....                           |
| Baggage, mail and express cars ..... | .....      | 4           | 4             | 900                   | .....                          | .....                           |
| Total .....                          | .....      | 7           | 7             | .....                 | .....                          | .....                           |
| Box freight cars .....               | .....      | 400         | 400           | .....                 | .....                          | .....                           |
| Flat freight cars .....              | 45         | 405         | 450           | .....                 | .....                          | .....                           |
| Total .....                          | 45         | 505         | 550           | .....                 | .....                          | .....                           |

The Westinghouse air brake and Miller coupler are used on passenger cars; split switches are used exclusively on road.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles .....          | 84                          |
| Highway crossings at grade without protection .....           | 12                          |
| Highway crossings over or under grade .....                   | 1                           |
| Overhead obstructions less than twenty feet above track ..... | 1                           |

Passenger cars are heated by coal, lighted with kerosene oil, 300 degrees test, and ventilated in the usual way.

The express business on this line is carried on by the railroad company.

Wagner sleeping cars are run during July, August and September. The Wagner company collects the fares and the railroad company pays one cent per mile for use of cars, amounting to \$107.01 the past season.

The government pays \$43.75 per mile per annum for carrying the mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. | Per cent. |
|---|----------|-----------|
| Flour .....   | 1,664    | 2.1       |
| Grain .....   | 3,328    | 4.2       |
| Meats and provisions .....  | 961      | 1.2       |
| Live stock .....  | 168      | .2        |
| Lumber .....  | 51,740   | 65.3      |
| Pig and bar iron and steel .....  | 1,885    | 2.0       |
| Coal and coke .....   | 3,249    | 4.1       |
| Petroleum and other oils .....  | 298      | .3        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 1,188    | 1.5       |
| All other manufactures .....  | 4,278    | 5.4       |
| All other merchandise .....   | 4,992    | " "       |
| All other agricultural products .....   | 1,505    |           |
| All other articles not included above .....   | 4,358    |           |
| Total .....   | 79,234   |           |

## NUMBER OF ACCIDENTS.

K1

|                             |       |
|-----------------------------|-------|
| Employees .....             | ..... |
| Other than passengers ..... | ..... |
| Total .....                 | ..... |

## EMPLOYEES.

Average number of persons employed (including officials) during year....

129

## Officers of the Company.

| Name.               | Title.                                 | Official Address.  |
|---------------------|--|--------------------|
| JOHN HURD.....      | President, General Manager and Treas.  | Santa Clara, N. Y. |
| EDWIN PACKARD.....  | Vice-President.....                    | Brooklyn, N. Y.    |
| CROWELL HADDEN, Jr. | Secretary.....                         | Brooklyn, N. Y.    |
| A. O. ALLISON.....  | General Freight and Passenger Agent..  | Santa Clara, N. Y. |
| M. CHAMBERS.....    | Auditor.....                           | Santa Clara, N. Y. |
| E. LALIME.....      | Supt. rolling stock and machinery..... | Santa Clara, N. Y. |
| M. G. DESHAW.....   | Superintendent bridges and buildings.. | Santa Clara, N. Y. |
| M. KEEFE.....       | Road Master.....                       | Santa Clara, N. Y. |

## Directors of the Company.

| Name.                   | Residence.         |
|-------------------------|--------------------|
| EDWIN PACKARD.....      | Brooklyn, N. Y.    |
| GEORGE H. SOUTHARD..... | Brooklyn, N. Y.    |
| WILLIAM C. KELLOGG..... | Brooklyn, N. Y.    |
| EDWARD KENT.....        | New York city.     |
| L. B. BUNNELL.....      | New York city.     |
| GEORGE H. MADDOCK.....  | Boston, Mass.      |
| A. C. ALLISON.....      | Molra, N. Y.       |
| S. A. BEMAN.....        | Malone, N. Y.      |
| N. J. HADLEY.....       | Malone, N. Y.      |
| A. T. KINGSLEY.....     | Santa Clara, N. Y. |
| JOHN HURD.....          | Santa Clara, N. Y. |
| E. E. BUCKLEY.....      | Tupper Lake, N. Y. |
| P. A. DUCHEY.....       | Brandon, N. Y.     |

Title of company, Northern Adirondack Railroad Company.

General offices at Santa Clara, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in June.

For information concerning this report, address M. Chambers, Auditor.

## NORTHERN OF NEW JERSEY.

## LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 9, 1854.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 10,000         | \$1,000,000      | \$1,000,000                          |

## FUNDED DEBT.

| DE    | SCRIPTION OF<br>EN. | Date.      | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|-------|---------------------|------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|       |                     |            |              | Rate.     | When payable. |                    |                     |                                      |
| First | bds....             | July, 1887 | 30           | P.C.<br>6 | Jan. & July   | \$700,000          | \$625,000           | \$625,000                            |

## Cost of Road.

|  | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....           | \$24,014 76  |   |
| Superstructure (including ties) .....        | 21,639 75  |   |
| Rails .....                                  | 22,407 51  |   |
| Land .....                                   | 150 00   |   |
| Engineering expenses .....                   | 844 04   |   |
| Total cost of road heretofore reported ..... |  | \$1,558,899 67                          |
| Total cost of road .....                     | \$69,116 06  | \$1,628,015 73                          |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                                       |             |
|---------------------------------------|-------------|
| Paid on account of second track ..... | \$69,116 06 |
|---------------------------------------|-------------|

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation .....                              | \$123,846 81 |
| Less operating expenses (excluding all taxes) .....              | 35,215 73    |
| Net earnings from operation .....                                | \$88,631 08  |
| Income from other sources, as follows, viz.:                     |              |
| Rents .....  | 339 81       |
| Gross income from all sources .....                              | \$88,970 89  |
| Deduction from income, as follows, viz.:                         |              |
| Interest on funded debt due and accrued .....                    | \$35,640 00  |
| Rentals .....  | 9,525 00     |
| Taxes on property used in operation of road .....                | 6,011 06     |
| Taxes on earnings and capital stock .....                        | 279 36       |
|  | \$51,455 42  |
| Net income from all sources .....                                | \$37,515 47  |
| Payments from net income, as follows, viz.:                      |              |
| Dividends declared, 4 per cent on \$1,000,000 common stock ..... | 40,000 00    |
| Deficit for year ending June 30, 1891 .....                      | \$2,484 53   |

## General Income Account.

|   |             |
|---|-------------|
| Deficit for year ending June 30, 1891 ..... | \$2,484 53  |
| Surplus up to June 30, 1890 .....           | 27,030 99   |
| Total surplus June 30, 1891 .....           | \$24,546 46 |

## DETAILED STATEMENT OF RENTALS.

|                                   |            |
|-----------------------------------|------------|
| Nyack and Northern Railroad ..... | \$9,825 50 |
|-----------------------------------|------------|

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger.   | Freight.    |           |
|----------------------------------|--------------|-------------|-----------|
| Freight, local .....             |              | \$17,893 31 | \$ 17 31  |
| Passengers, local .....          | \$96,909 60  |             | 9 60      |
| Mail .....                       | 716 66       |             | 6 66      |
| Express .....                    | 8,135 98     |             | 8 98      |
| Miscellaneous, as follows, viz.: |              |             |           |
| News .....                       | 191 28       |             | 1 28      |
| Total gross earnings .....       | \$105,953 32 | \$17,893 31 | \$ 123 84 |

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| <i>Maintenance of way and structures :</i>                 |                    |
| Repairs of stations, shops, docks, etc.....                | \$4,454 75         |
| Other expenses for maintenance of way and structures ..... | 14,025 00          |
| <b>Total .....</b>   | <b>\$18,479 75</b> |
| <i>Conducting transportation :</i>                         |                    |
| Wages of station agents and clerks .....                   | \$1,849 00         |
| Wages for labor at stations .....                          | 2,818 16           |
| Other expenses for conducting transportation.....          | 1,871 02           |
| <b>Total .....</b>   | <b>\$5,538 18</b>  |
| <i>General expenses :</i>                                  |                    |
| Salaries of general officers and clerks.....               | \$9,735 75         |
| General office expenses and supplies.....                  | 880 71             |
| Stationery and printing.....                               | 64 00              |
| Legal expenses.....  | 121 96             |
| Other general expenses.....                                | 400 88             |
| <b>Total .....</b>   | <b>\$11,202 80</b> |
| <b>Grand total operating expenses .....</b>                | <b>\$35,215 73</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                       |
|---|-----------------------|
| Cost of road and equipment.....           | \$1,638,046 67        |
| <i>Current assets, as follows, viz. :</i> |                       |
| Cash on hand .....                        | 16,543 15             |
| Open accounts.....                        | 5,771 56              |
| Materials and supplies .....              | 207,884 82            |
|   | <b>\$1,868,196 20</b> |

## LIABILITIES.

|  |                       |
|--|-----------------------|
| Capital stock.....                             | \$1,000,000 00        |
| Funded debt .....                              | 625,000 00            |
| <i>Current liabilities, as follows, viz. :</i> |                       |
| Dividends unpaid .....                         | 20,000 00             |
| Open accounts.....                             | 218,601 57            |
| Profit and loss (surplus) .....                | 4,594 63              |
|  | <b>\$1,868,196 20</b> |

## Officers of the Company.

| <i>Name.</i>              | <i>Title.</i>               | <i>Official Address.</i> |
|---------------------------|-----------------------------|--------------------------|
| J. HULL BROWNING.....     | President.....              | Tenafly, N. J.           |
| WILLIAM C. BROWNING.....  | Vice-President.....         | Tenafly, N. J.           |
| ORVILLE A. ROORBACH ..... | Secretary and Treasurer.... | Tenafly, N. J.           |

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i>  |
|------------------------|--------------------|
| J. HULL BROWNING.....  | Tenafly, N. J.     |
| W. C. BROWNING.....    | New York city.     |
| HENRY G. MARQUAND..... | New York city.     |
| J. N. W. HECK .....    | Jersey City, N. J. |
| J. SING ZABRISKIE..... | Jersey City, N. J. |
| J. S. H. SIBSON .....  | Tenafly, N. J.     |
| J. W. McCULLOH .....   | Englewood, N. J.   |
| F. V. HOPKINS .....    | Closter N. J.      |
| C. ROORBACH .....      | Piermont, N. Y.    |

Tit of company, Northern Railroad Company of New Jersey.  
 General offices at Tenafly, N. J.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, third Wednesday in June.  
 For information concerning this report, address O. A. Roorbach, Secretary and  
 Treas

**NYACK AND NORTHERN.**

LESSOR.

LESSEE—NORTHERN OF NEW JERSEY.

OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, November 25, 1868.)

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|   | COMMON.        |            | Cash realized<br>on amount<br>outstanding |
|---|----------------|------------|---|
|   | No. of shares. | Par value. |   |
| Authorized by law or charter.....           | 750            | \$75,000   | .....                                     |
| Issued for actual cash and now outstanding. | 748            | 74,890     | \$78.32                                   |

**FUNDED DEBT.**

| DESIGNATION OF<br>LIEN. | Date.     | Term,<br>years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|-----------|-----------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |           |                 | Rate.     | When<br>payable. |                            |                             |  |
| *First mort. bonds      | Jan. 1870 | 20              | 6         | Jan. & July      | \$150,000                  | \$150,000                   | \$76.00  |
| Second mort. b'ds.      | Jan. 1875 | 20              | 7         | Jan. & July      | 7,500                      | 7,500                       | 7.32   |
| Total.....              |           |                 |           |                  | \$157,500                  | \$157,500                   | \$83.32  |

**Cost of Road.**Total cost up to  
June 30, 1891.

|                                      |              |
|--------------------------------------|--------------|
| Grading, masonry and ballast.....    | \$77,512.84  |
| Superstructure (including ties)..... | 92,168.15    |
| Land.....                            | 63,314.45    |
| Passenger and freight stations.....  | 16,472.55    |
| Engineering expenses.....            | 10,160.12    |
| Total cost of road.....              | \$249,528.11 |

**Income Account for Year Ending June 30, 1891.**

|   |            |
|---|------------|
| <i>Income from all sources, as follows, viz.:</i> |            |
| Rental.....                                       | \$2,525.00 |
| <i>Deductions from income, as follows, viz.:</i>  |            |
| Interest on funded debt due and accrued.....      | 9,525.00   |

**General Balance Sheet June 30, 1891.**

| ASSETS.                                       |              |
|---|--------------|
| Cost of road.....                             | \$249,528.11 |
| LIABILITIES.                                  |              |
| Capital stock.....                            | 75,000.00    |
| Funded debt.....                              | 157,500.00   |
| <i>Current liabilities, as follows, viz.:</i> |              |
| Open accounts.....                            | 6.11         |

\* Extended for ten years from January 1, 1890.



# NYACK AND NORTHERN.

473

## Officers of the Company.

| Name.                     | Title.                        | Official Address. |
|---------------------------|-------------------------------|-------------------|
| ELIAS H. SIBSON.....      | President.....                | Tenafly, N. J.    |
| ORVILLE A. ROORBACK ..... | Secretary and Treasurer ..... | Tenafly, N. J.    |

## Directors of the Company.

| Name.                     | Residence.         |
|---------------------------|--------------------|
| ELIAS H. SIBSON.....      | Tenafly, N. J.     |
| J. HULL BROWNING. ....    | Tenafly, N. J.     |
| LANSING ZABRISKIE .....   | Jersey City, N. J. |
| ALEXANDER S. DIVEN.....   | Elmira, N. Y.      |
| WM. A. SHEPARD.....       | New York city.     |
| ORVILLE A. ROORBACK ..... | Piermont, N. Y.    |
| One vacancy.              |                    |

Title of company, Nyack and Northern Railroad Company.

General offices at Tenafly, Bergen county, N. J.

Date of close of fiscal year December 31.

Date of stockholders' annual meeting second Wednesday in February.

For information concerning this report, address O. A. Roorback, Secretary and Treasurer.

## OGDENSBURG AND LAKE CHAMPLAIN.

OPERATED BY THE CENTRAL VERMONT.

(Date of charter, 1864.)

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter and now outstanding..... | 30,770         | \$3,077,000      | 5              | \$500            | \$500                                |

Grand total of common stock now outstanding..... \$3,077,500 •

### FUNDED DEBT.

| DESIGNATION OF LIEN.          | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|-------------------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|
|                               |               |              | Rate.     | When payable. |                    |                     |
| First consolidated mtg. bonds | April 1, 1880 | 40           | p.c.      | April & Oct.  | \$3,500,000        | \$3,500,000         |
| Guaranteed bonds.....         | Jan. 1, 1888  | 32           | 4         | Jan & July    | 350,000            | 350,000             |
| Inco -- bonds.....            | April 1, 1880 | 40           | 6         | April & Oct.  | 1,000,000          | 999,750             |
| 1 .....                       | .....         | ..           | ..        | .....         | \$4,850,000        | \$4,849,750         |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Grading, masonry and ballast.....                  | \$1,233,449 87                     |
| Bridges.....                                       | 196,861 75                         |
| Superstructure (including ties).....               | 1,292,899 00                       |
| Rolls.....   | 24,793 80                          |
| Land damages.....                                  | 130,338 75                         |
| Fences.....  | 4,454 08                           |
| Passenger and freight stations.....                | 408,179 65                         |
| Engine and car-houses.....                         | 35,206 07                          |
| Shops, machinery and tools.....                    | 80,137 64                          |
| Fuel and water stations.....                       | 16,719 00                          |
| Engineering expenses.....                          | 137,637 00                         |
| Interest and discount charged to construction..... | 200,569 00                         |
| Road built by contract.....                        | 2,007 47                           |
| Purchase of constructed road.....                  | 5,956 75                           |
| Telegraph line.....                                | 118,870 50                         |
| Wharfing.....                                      | 5,007 47                           |
| Elevator.....                                      | 229,300 36                         |
| Vermont Central line claim, P. and L.....          | \$625,348 61                       |
| L. E. railroad.....                                | 29,747 70                          |
|  | 655,098 31                         |

Total cost of road..... \$5,871,698 89

## EQUIPMENT.

|                                     |              |
|-------------------------------------|--------------|
| Locomotives.....                    | \$369,222 65 |
| Passenger cars.....                 | 64,119 25    |
| Mail, baggage and express cars..... | 18,632 52    |
| Freight and other cars.....         | 1,721,218 56 |

Total cost of equipment..... \$2,194,079 98

Grand total cost of road and equipment..... \$7,565,038 44

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                 | \$600,115 58 |
| Less operating expenses (excluding all taxes)..... | 506,419 30   |

Net earnings from operation..... \$213,696 28

Income from other sources, as follows, viz.:

|                |            |
|----------------|------------|
| Elevating..... | \$3,747 06 |
| Rents.....     | 3,432 96   |
|                | 7,180 02   |

Gross income from all sources..... \$220,880 30

Deductions from income, as follows, viz.:

|  |              |
|--|--------------|
| Interest on funded debt due and accrued.....     | \$224,000 00 |
| Rentals.....                                     | 4,083 32     |
| Taxes on property used in operation of road..... | 26,114 46    |
| Taxes on earnings and capital stock.....         | 1,456 71     |
| Interest on floating debt.....                   | 6,086 38     |
|  | 261,739 87   |

Deficit for year ending June 30, 1891..... \$41,859 57

## General Income Account.

|  |           |
|--|-----------|
| Deficit for year ending June 30, 1891..... | 41,859 57 |
| Deficit up to June 30, 1890.....           | 268 39    |

Total deficit June 30, 1891..... 42,127 96

## DETAILED STATEMENT OF RENTALS.

|  |        |
|--|--------|
| Saratoga and St. Lawrence Railroad, leased June 1, 1889; operation commenced May 1, 1890. Rental for fourteen months, at the rate of \$3,500 per annum, net..... | 105 00 |
|--|--------|

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                           | Passenger.   | Freight.     | Total.       |
|---------------------------|--------------|--------------|--------------|
| Freight, through.....     | \$498,937 25 |              |              |
| Freight, local.....       | 138,069 61   |              |              |
| Passengers, through.....  | \$56,397 98  |              |              |
| Passengers, local.....    | 87,878 09    |              |              |
| Mail.....                 | 12,908 72    |              |              |
| Express.....              | 6,000 00     |              |              |
| Total gross earnings..... | \$163,184 79 | \$636,996 76 | \$800,181 55 |

OPERATING EXPENSES.

Maintenance of way and structures:

|  |             |             |             |
|--|-------------|-------------|-------------|
| Repairs of track.....  | \$20,311 02 | \$52,328 32 | \$72,539 34 |
| Repairs of elevator.....                                       |             | 2,101 56    | 2,101 56    |
| Repairs of bridges (including culverts and cattle-guards)..... | 2,430 99    | 6,251 10    | 8,682 09    |
| Repairs of stations, shops, docks, etc.....                    | 1,995 66    | 5,131 70    | 7,127 36    |
| Repairs of fences.....   | 579 12      | 1,489 18    | 2,068 30    |
| Other expenses for maintenance of way and structures.....      | 11 71       | 30 10       | 41 81       |
| Total.....   | \$25,328 50 | \$67,231 96 | \$92,560 46 |

Maintenance of equipment:

|  |             |             |              |
|--|-------------|-------------|--------------|
| Repairs of locomotives.....                      | \$13,441 88 | \$34,564 83 | \$48,006 71  |
| Repairs of cars.....                             | 9,826 74    | 39,145 83   | 48,972 57    |
| Repairs of machinery and tools.....              | 1,099 45    | 2,827 16    | 3,926 61     |
| Other expenses for maintenance of equipment..... | 3,282 36    | 8,440 34    | 11,722 70    |
| Total.....                                       | \$27,650 43 | \$84,978 16 | \$112,628 59 |

Conducting transportation:

|   |             |              |              |
|---|-------------|--------------|--------------|
| Wages of conductors and men.....                  | \$12,372 86 | \$31,815 92  | \$44,188 78  |
| Wages of engineers and firemen.....               | 13,706 08   | 35,244 20    | 48,950 28    |
| Fuel for locomotives.....                         | 30,121 73   | 77,455 89    | 107,577 62   |
| Oil and waste.....                                | 2,349 78    | 6,042 30     | 8,392 08     |
| Water supply.....                                 | 1,448 21    | 3,723 95     | 5,172 16     |
| Other train supplies or expenses.....             | 410 70      | 1,066 07     | 1,466 77     |
| Wages of station agents and clerks.....           | 5,887 83    | 15,140 12    | 21,027 95    |
| Wages for labor at freight stations.....          |             | 57,820 67    | 57,820 67    |
| Station supplies.....                             | 1,244 37    | 3,189 80     | 4,434 17     |
| Wages of watchmen, flagmen and switchmen.....     | 570 80      | 1,467 77     | 2,038 57     |
| Other expenses for conducting transportation..... | 1,408 89    | 3,622 85     | 5,031 74     |
| Total.....  | \$69,521 25 | \$236,589 54 | \$306,110 79 |

General expenses:

|   |              |              |              |
|---|--------------|--------------|--------------|
| Salaries of general officers and clerks.....          | \$3,818 47   | \$9,818 94   | \$13,637 41  |
| General office expenses and supplies.....             | 238 78       | 614 00       | 852 78       |
| Lithography and printing.....                         | 1,612 80     | 4,147 19     | 5,759 99     |
| Outside agencies and advertising.....                 | 1,445 17     | 3,718 72     | 5,164 89     |
| Legal expenses.....                                   | 798 54       | 2,063 39     | 2,861 93     |
| Losses and damage of freight and baggage.....         | 732 41       | 1,883 35     | 2,615 76     |
| Damage to cattle and property, insurance.....         |              | 11,906 00    | 11,906 00    |
| Injuries to persons.....                              | 591 43       | 1,520 80     | 2,112 23     |
| Telephone maintenance and operation.....              | 1,647 27     | 4,235 85     | 5,883 12     |
| Lease of cars of other companies (debit balance)..... |              | 23,365 85    | 23,365 85    |
| Other general expenses.....                           | 293 83       | 755 57       | 1,049 40     |
| To.....   | \$11,179 70  | \$64,019 66  | \$75,199 36  |
| Grand operating expenses.....                         | \$148,030 02 | \$438,469 18 | \$586,499 20 |

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

| ASSETS.   |              |                       |
|---|--------------|-----------------------|
| Cost of road.....                                     |              | \$5,371,063 05        |
| Cost of equipment.....                                |              | 2,196,976 20          |
| <i>Other permanent investments, as follows, viz.:</i> |              |                       |
| Bonds of other companies.....                         | \$380,000 00 |                       |
| Improvement account.....                              | 18,988 88    |                       |
| Real estate.....                                      | 14,550 00    |                       |
|   |              | 413,538 88            |
| <i>Current assets, as follows, viz.:</i>              |              |                       |
| Due by agents.....                                    | \$89,890 26  |                       |
| Open accounts.....                                    | 850,807 21   |                       |
| Materials and supplies.....                           | 47,509 45    |                       |
|   |              | 988,206 92            |
|   |              | <u>\$8,969,585 24</u> |
| LIABILITIES.  |              |                       |
| Capital stock.....                                    |              | \$3,077,500 00        |
| Funded debt.....                                      |              | 4,849,750 00          |
| <i>Current liabilities, as follows, viz.:</i>         |              |                       |
| Interest on funded debt due and accrued.....          | \$65,123 93  |                       |
| Audited vouchers and pay-rolls.....                   | 136,381 77   |                       |
| Open accounts.....                                    | 775,829 64   |                       |
| Loans and bills payable.....                          | 65,000 00    |                       |
|   |              | 1,042,335 34          |
|   |              | <u>\$8,969,585 24</u> |

## Traffic and Mileage Statistics.

| ITEM.   | Through.   | Local.     | Total.     |
|---|------------|------------|------------|
| Number of passengers carried.....               | 50,622     | 215,451    | 266,073    |
| Number of passengers carried one mile.....      | 2,351,497  | 3,648,045  | 5,999,542  |
| Number of tons of freight carried.....          | 826,745    | 196,909    | 1,023,654  |
| Number of tons of freight carried one mile..... | 79,947,016 | 18,090,932 | 98,037,948 |
| Passenger train mileage.....                    |            |            | 222,200    |
| Freight train mileage.....                      |            |            | 504,297    |
| All other train mileage.....                    |            |            | 148,645    |
| Total train mileage.....                        |            |            | 974,142    |

| ITEM.   | Earnings.    | Expenses.    | Profit.     |
|---|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$163,184 79 | \$148,030 02 | \$15,154 77 |
| Average per passenger carried.....  | 613          | 556          | 57          |
| Average per passenger per mile.....   | 027          | 024          | 003         |
| Average per passenger train per mile.....   | 70           | 635          | 565         |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 636,996 76   | 438,469 18   | 198,527 58  |
| Average per ton of freight carried.....   | 622          | 428          | 194         |
| Average per ton of freight per mile.....  | 006          | 004          | 002         |
| Average per freight train per mile.....   | 1 07         | 737          | 239         |

| ITEM.   | Through.       | Local.         |
|---|----------------|----------------|
| Computed on earnings from carrying passengers and freight only.               |                |                |
| Average rate received per mile for carrying passengers, all classes.....      | Cents.<br>2.39 | Cents.<br>2.41 |
| Average rate received per mile per ton for carrying freight, all classes..... | .62            |                |

# OGDENSBURG AND LAKE CHAMPLAIN.

477

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in N. Y. State. | Miles leased, all in N. Y. State. | Total miles, all in N. Y. State. |
|--|----------------------------------|-----------------------------------|----------------------------------|
| Main line, from Ogdensburg to Rouse's Point, single track..... | 118                              | .....                             | 118                              |
| Branches or other roads, single track.....                     | .....                            | 8.50                              | 8.50                             |
| Total single track .....                                       | 118                              | 8.50                              | 126.50                           |
| Total sidings and turnouts.....                                | 37                               | .....                             | 37                               |
| Grand total of tracks, sidings and turnouts .....              | 155                              | 8.50                              | 163.50                           |
| Laid with steel rail, main line.....                           | 118                              | .....                             | 118                              |
| Laid with steel rail, branches or other roads .....            | .....                            | 8.50                              | 8.50                             |

Average life of rails—steel, 20 years; iron, 10 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 72 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.     | From       | To             | Entire length in N. Y. State. | Owned or leased. | Miles laid with steel rail. |
|-----------------------------|------------|----------------|-------------------------------|------------------|-----------------------------|
| Saratoga and St. Lawrence.. | Molra..... | Bombay Junct'n | 8.50                          | Leas'd           | 8.50                        |

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers.....         | 10         | \$10,000              | 160,000                        | 20                             | 6                               | .....                             |
| Locomotives, 4 drivers.....         | 20         | 9,000                 | 110,000                        | 20                             | 10                              | .....                             |
| Total.....                          | 30         | .....                 | .....                          | .....                          | 16                              | .....                             |
| First-class passenger car.....      | 9          | \$4,000               | 42,000                         | 25                             | 9                               | 9                                 |
| Second-class passenger cars.....    | 2          | 2,800                 | 40,000                         | 25                             | 2                               | 2                                 |
| Baggage, mail and express car ..... | 5          | 2,000                 | 40,000                         | 25                             | 5                               | 5                                 |
| al .....                            | 16         | .....                 | .....                          | .....                          | 16                              | 16                                |
| Bo ht cars .....                    | 1,150      | \$600                 | 22,000                         | 15                             | .....                           | .....                             |
| St k freight cars .....             | 26         | 600                   | 20,000                         | 15                             | .....                           | .....                             |
| Co freight cars.....                | 42         | 450                   | 20,000                         | 15                             | .....                           | .....                             |
| Fl freight cars.....                | 146        | 350                   | 18,000                         | 15                             | .....                           | .....                             |
| Ca ose, 4-wheel cars.....           | 10         | 450                   | 14,000                         | 20                             | .....                           | .....                             |
| Ca ose, 8-wheel cars.....           | 13         | 600                   | 21,000                         | 20                             | .....                           | .....                             |
| Se a cars.....                      | 6          | .....                 | .....                          | .....                          | .....                           | .....                             |
| l .....                             | 1,393      | .....                 | .....                          | .....                          | .....                           | .....                             |

Westinghouse train brake and Miller coupler are in use on passenger cars and common drawbars on freight cars.

Safety switches are in use on the main line; Crook's patent and split switches are used on a portion of the road, also one invented by a former road master.

### Miscellaneous Statistics.

| ITEM.   | Entire line in<br>N. Y. State. |
|---|--------------------------------|
| Cost of real estate now held by company, exclusive of that used in operation..... | \$14,450                       |
| Total assessed value of real estate and personal property of company....          | \$1,332,620                    |
| Length of steel rails laid during year in repairs.....                            | 3.80                           |
| Length of iron rails laid during year in repairs.....                             | .50                            |
| Railroads crossing road at grade.....   | 1                              |
| Highway crossings at grade without protection.....                                | 107                            |
| Highway crossings at grade protected by gates or flagmen.....                     | 1                              |
| Highway crossings over or under grade.....  | 14                             |
| Overhead obstructions less than 20 feet above track.....                          | 7                              |

Passenger cars are heated by coal and steam, lighted by oil lamps 300° test oil, and ventilated by deck ventilators.

The American Express Company runs over this road at \$6,000 a year.

The Wagner Palace Car Company's sleeping and parlor cars run over this line; charge two cents per mile.

The Wagner Palace Car Company received \$1,991.50 during the year.

Red, White, Blue, Canada Southern, Nickel Plate and Midland fast freight lines are doing business over this road. Compensation to this company is in participating in the through rates divided *pro rata* on the mileage. The usual Master Car Builders' rules apply to use of tracks, machinery, repairs of cars, etc. The above lines and companies use partly cars bearing this company's initials and partly those furnished by other railroads forming lines. No preference is given to any either in speed or order of transportation.

The United States government pays \$1,044.60 per month for transportation of mails.

### DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage.  | Per cent. |
|---|-----------|-----------|
| Flour.....  | 84,040    | 8.22      |
| Grain.....  | 313,199   | 30.89     |
| Meats and provisions.....   | 5,416     | .54       |
| Live stock.....   | 5,266     | .52       |
| Lumber.....   | 180,205   | 17.69     |
| Pig and bar iron and steel.....   | 10,267    | 1.00      |
| Iron or other ores.....   | 5,950     | .59       |
| Coal and coke.....  | 253,604   | 24.77     |
| Petroleum and other oils.....   | 9,665     | .96       |
| Shipment of manufactured goods received by railroad companies within this State from manufactories within this State..... | 4,375     | .43       |
| All other manufactures.....   | 28,888    | 2.83      |
| All other merchandise.....  | 62,803    | 6.14      |
| All other agricultural products.....  | 29,920    | 2.94      |
| All other articles not included above.....  | 30,056    | 2.94      |
| Total.....  | 1,023,654 | 100       |

### NUMBER OF ACCIDENTS.

|                           | Injured. | Killed. | Total. |
|---------------------------|----------|---------|--------|
| Employees.....            | 3        | 1       | 4      |
| Other, not passenger..... | 1        | .....   | 1      |
| Total.....                | 4        | 2       | 6      |

### EMPLOYEES.

Average number of persons employed (including officials) during year...  
Aggregate amount of salaries and wages paid them during year.....

Officers of the Company.

| Name.                 | Title.         | Official Address. |
|-----------------------|----------------|-------------------|
| B. B. SMALLEY.....    | President..... | Burlington, Vt.   |
| GEORGE T. CHILDS..... | Secretary..... | St. Albans, Vt.   |
| D. D. RANLETT.....    | Treasurer..... | St. Albans, Vt.   |
| CHARLES B. BAIT.....  | Register.....  | Boston, Mass.     |
| LOUIS HASBROUCK.....  | Counsel.....   | Ogdensburg, N. Y. |

Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| W. J. AVERILL.....     | Ogdensburg, N. Y. |
| J. GREGORY SMITH.....  | St. Albans, Vt.   |
| J. W. HOBART.....      | St. Albans, Vt.   |
| F. S. STRANAHAN.....   | St. Albans, Vt.   |
| E. O. SMITH.....       | St. Albans, Vt.   |
| J. B. LANGDON.....     | Montpelier, Vt.   |
| B. B. SMALLEY.....     | Burlington, Vt.   |
| S. A. CARLTON.....     | Boston, Mass.     |
| D. W. LAWRENCE.....    | Malone, N. Y.     |
| J. H. KIMBALL.....     | Bath, Me.         |
| LOUIS HASBROUCK.....   | Ogdensburg, N. Y. |
| C. W. WITTERS.....     | St. Albans, Vt.   |
| JAMES AVERILL, JR..... | Champlain, N. Y.  |

Title of company, Ogdensburg and Lake Champlain Railroad Company.

General offices at St. Albans, Vt.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address E. G. Lucas, General Auditor.

OLEAN, BRADFORD AND WARREN.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, October 17, 1877.)

For history of organization, etc., see Report of 1886.

Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 1,500          | \$150,000        | \$150,000                            |

Officers of the Company.

| Name.                     | Title.              | Official Address. |
|---------------------------|---------------------|-------------------|
| CALVIN H. ALLEN.....      | President.....      | New York city.    |
| SAMUEL G. DE COURSEY..... | Vice-President..... | Philadelphia, Pa. |
| JOSEPH R. TRIMBLE.....    | Secretary.....      | Philadelphia, Pa. |
| FRANKLIN S. BUELL.....    | Treasurer.....      | Buffalo, N. Y.    |
| W. J. AVERILL, JR.....    | Auditor.....        | Buffalo, N. Y.    |

Directors of the Company.

| Name.                     | Residence.        |
|---------------------------|-------------------|
| CALVIN H. ALLEN.....      | New York city.    |
| EDWARD L. OWEN.....       | New York city.    |
| JOHN D. PROBST.....       | New York city.    |
| SAMUEL G. DE COURSEY..... | Philadelphia, Pa. |
| T. TRIMBLE.....           | Philadelphia, Pa. |
| W. J. AVERILL, JR.....    | Philadelphia, Pa. |
| E. BARTOL.....            | Philadelphia, Pa. |
| W. J. AVERILL, JR.....    | Philadelphia, Pa. |

Title of company, Olean, Bradford and Warren Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address Jno. F. Reynolds, Acting Auditor.

## ONTARIO, CARBONDALE AND SCRANTON.

LESSOR.

LESSEE—NEW YORK, ONTARIO AND WESTERN.

(Date of charter, October 3, 1889.)

The Ontario, Carbondale and Scranton Railway Company was organized by the consolidation of the Hancock and Pennsylvania Railroad Company, a company organized under the Laws of New York April 2, 1889; The Forest City and State Line Railroad Company, a company organized under the Laws of Pennsylvania March 16, 1889, and the Scranton and Forest City Railroad Company, a company organized under the Laws of the State of Pennsylvania November 21, 1888, the lines of the three constituent companies forming a continuous line from a point on the line of the New York, Ontario and Western Railway, in Hancock, in the State of New York, to Scranton in the State of Pennsylvania.

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company by lease dated the 10th day of May, 1890, for the term of ninety-nine years from the first day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of \$15,000, to be paid in equal semi-annual payments, on the last days of November and May in each and every year during said term; also such further sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, \$3,000, to be paid in equal quarter-yearly payments, on the last days of August, November, February and May in each year; also five per cent on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company from the use and operation of the railway, not exceeding, however, \$75,000 dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....      | 15,000         | \$1,500,000      |                                      |
| Issued for actual cash.....            | 13,030         | \$1,303,000      | \$1,303,000                          |
| Issued on account of construction..... | 1,970          | 197,000          |                                      |
| Total now outstanding.....             | 15,000         | \$1,500,000      | \$1,303,000                          |

Number of stockholders.....

#### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | TERM, YEARS. |       | INTEREST.      | Amount authorized. | Amount outstanding. | IN OR OUT. |
|----------------------|--------------|--------------|-------|----------------|--------------------|---------------------|------------|
|                      |              | Term.        | Rate. |                |                    |                     |            |
| First mort. bonds.   | Nov. 4, 1889 | 50           | 5     | June 1, Dec. 1 | \$1,500,000        | \$1,500,000         |            |



## Cost of Road.

|   | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....   | \$286,847 69   | \$1,295,068 40                          |
| Bridges and trestles .....  | 53,805 14  | 217,605 74                              |
| Superstructure (including ties).....  | 8,941 12   | 105,245 88                              |
| Balls .....   | 10,412 10  | 201,128 67                              |
| Land and land damages.....  | 55,182 95  | 586,258 89                              |
| Fences.....   | 1,509 75   | 7,218 40                                |
| Passenger, freight stations, engine and car-houses, buildings, shops, machinery, tools, fuel and water stations ... | 55,395 25  | 58,395 25                               |
| Engineering expenses.....   | 5,414 29   | 58,809 54                               |
| Interest and discount charged to construction.....  | 6,250 00   | 364,863 05                              |
| Road built by contract.....   |  | 387,000 00                              |
| Telegraph line.....   | 1,379 56   | 12,140 10                               |
| Other items.....  | 28,468 33  | 221,262 02                              |
| <b>Total cost of road .....</b>   | <b>\$513,601 18</b>  | <b>\$3,494,985 94</b>                   |

## Income Account for Year Ending June 30, 1891.

|   |             |                    |
|---|-------------|--------------------|
| <i>Gross income from all sources, as follows, viz :</i> |             |                    |
| Rental from lessee.....                                 | \$88,189 87 |                    |
| Maintenance of organization.....                        | 3,060 00    |                    |
|   |             | \$91,169 87        |
| <i>Deductions from income, as follows, viz :</i>        |             |                    |
| Interest on funded debt due and accrued.....            | \$75,000 00 |                    |
| Maintenance of organization .....                       | 3,194 75    |                    |
|   |             | 78,194 75          |
| <b>Surplus for year ending June 30, 1891 .....</b>      |             | <b>\$12,995 12</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |            |                       |
|---|------------|-----------------------|
| Cost of road.....                             |            | \$3,494,985 94        |
| <i>Current assets, as follows, viz :</i>      |            |                       |
| Cash on hand .....                            |            | 147 99                |
| Open accounts.....                            |            | 9,517 53              |
|   |            | \$3,504,651 40        |
| LIABILITIES.                                  |            |                       |
| Capital stock.....                            |            | \$1,500,000 00        |
| Funded debt.....                              |            | 1,500,000 00          |
| <i>Current liabilities, as follows, viz :</i> |            |                       |
| Interest on funded debt due and accrued.....  | \$6,250 00 |                       |
| Audited vouchers and pay rolls.....           | 16,085 87  |                       |
| Loans and bills payable .....                 | 469,320 71 |                       |
|   |            | 491,656 28            |
| <b>Profit and loss (surplus).....</b>         |            | <b>12,995 12</b>      |
|   |            | <b>\$3,504,651 40</b> |

## Officers of the Company.

| Name.                  | Title.                           | Official Address. |
|------------------------|----------------------------------|-------------------|
| EDWARD B. STURGES..... | President.                       | Scranton, Pa.     |
| JAMES E. CHILDS .....  | Vice-President and Gen. Mgr..... | New York city.    |
| JOHN FLEMING.....      | Secretary and Treasurer.....     | New York city.    |
| B. KERR .....          | General Counsel.....             | New York city.    |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| EDWARD B. STURGES..... | Scranton, Pa.     |
| H. RICHMOND.....       | Dickson City, Pa. |
| BRENC D. SIMPSON.....  | Scranton, Pa.     |
| N. YOUNGER.....        | Scranton, Pa.     |
| JOHNSON .....          | Scranton, Pa.     |
| W. PATTERSON .....     | Scranton, Pa.     |
| CHILDS .....           | New York city.    |
| B. KERR .....          | New York city.    |

## REPORT OF THE RAILROAD COMMISSIONERS.

| <i>Name.</i>             | <i>Residence.</i> |
|--------------------------|-------------------|
| DANIEL SCURRY.....       | Carbondale, Pa.   |
| EDWARD CLARKSON.....     | Carbondale, Pa.   |
| CLARENCE E. SPENCER..... | Carbondale, Pa.   |
| THOMAS P. FOWLER.....    | New York city.    |
| JAS. E. BURR.....        | Carbondale, Pa.   |

Title of company, Ontario, Carbondale and Scranton Railway Company.  
 General offices at Commonwealth Building, Scranton, Pa., and 16 and 18 Exchange place, New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, last Wednesday in January.  
 For information concerning this report, address John Fleming, Secretary and Treasurer, 16 and 18 Exchange place, New York city.

## ORANGE COUNTY.

(Date of charter, November 23, 1883.)

## Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding |
|---|----------------|------------------|-------------------------------------|
|   | No. of shares. | Total par value. |                                     |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 2,000          | \$200,000        | \$200,000                           |

Number of stockholders.....

## Cost of Road.

|  | Additions or betterments during year ending June 30, 1890. | Total cost of road up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....      | \$13,325 70  | \$308,129 50                            |
| Bridges.....                           | 2,515 90   | 35,423 50                               |
| Superstructure (including ties).....   | 5,390 69   | 65,251 00                               |
| Rails.....                             | 3,426 19   | 84,383 75                               |
| Land.....                              | 267 82   | 4,284 75                                |
| Land damages.....                      | 3,162 75   | 63,388 10                               |
| Fences.....                            | 459 16   | 6,168 00                                |
| Passenger and freight stations.....    | 682 19   | 6,168 00                                |
| Shops, machinery and tools.....        | 257 81   | 1,288 00                                |
| Fuel and water stations.....           | 833 51   | 3,382 00                                |
| Engineering expenses.....              | 565 96   | 7,087 00                                |
| Telegraph lines.....                   | 36 34  | 871 00                                  |
| Organization and general expenses..... | 1,029 93   | 1,888 00                                |
| Total cost of road.....                | \$31,981 94  | \$400,157 10                            |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |        |
|---|--------|
| Interest and discount chargeable to construction pro-rated to the several heads.....      | 101 50 |
| Adjustment of tie account, bills not presented in previous year's account.....            | 106 50 |
| Adjustment of rail account, bills not presented in previous year's account.....           | 104 00 |
| Adjustment of fence account, bills not presented in previous year's account.....          | 101 00 |
| Adjustment of passenger and freight stations account, bills of painting and material..... | 101 00 |
| Adjustment of fuel and water station account.....   | 101 00 |
| Adjustment of organization and general expense account.....                               | 101 00 |
| Miscellaneous charges.....  | 101 00 |

**Income Account for Year Ending June 30, 1891.**

|   |             |
|---|-------------|
| Gross earnings from operation.....  | \$16,100 27 |
| Less operating expenses (excluding all taxes).....  | 11,790 54   |
| Gross income from all sources .....   | \$4,309 73  |
| <i>Deductions from income, as follows, viz.:</i>  |             |
| Taxes on property used in operation of road, on earnings and capital stock, and all other taxes ..... | 785 17      |
| Surplus for year ending June 30, 1891.....  | \$3,524 56  |

**General Income Account.**

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$3,524 56 |
| Surplus up to June 30, 1890.....           | 1,884 39   |
| Total surplus June 30, 1891 .....          | \$5,408 95 |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                                     | Passenger. | Freight.    | Total.      |
|-------------------------------------|------------|-------------|-------------|
| Freight, through and local.....     |            | \$15,411 54 | \$15,411 54 |
| Passengers, through and local ..... | \$647 66   | 23 14       | 647 66      |
| Miscellaneous.....                  | 14 63      | 26 44       | 41 07       |
| Total gross earnings.....           | \$662 29   | \$15,437 98 | \$16,100 27 |

**OPERATING EXPENSES.***Maintenance of way and structures:*

|  |          |            |            |
|--|----------|------------|------------|
| Repairs of track.....  | \$760 77 | \$1,375 63 | \$2,136 40 |
| Repairs of bridges (including culverts and cattle-guards)..... | 22 81    | 40 33      | 62 64      |
| Repairs of stations, shops, docks, etc .....                   | 12 79    | 23 14      | 35 93      |
| Repairs of fences.....   | 43 07    | 77 87      | 120 94     |
| Other expenses for maintenance of way and structures.....      | 59 40    | 107 42     | 166 82     |
| Total.....   | \$898 34 | \$1,624 39 | \$2,522 73 |

*Conducting transportation:*

|  |            |            |            |
|--|------------|------------|------------|
| Water supply .....   | \$56 55    | \$102 25   | \$158 80   |
| Wages of station agents and clerks .....   | 550 60     | 995 60     | 1,546 20   |
| Wages for labor at stations.....   | 95         | 1 72       | 2 67       |
| Station supplies .....   | 29 81      | 53 90      | 83 71      |
| Wages of watchmen, flagmen and switchmen .....   | 130 86     | 236 63     | 367 49     |
| Other expenses for conducting transportation and amount paid L. and H. R. Ry. for running of trains, also the amount paid N. Y. O. and W. R. R. for the use of their tracks between Burnside and Campbell Hall ..... | 661 00     | 4,751 28   | 5,412 28   |
| Total.....   | \$1,429 77 | \$5,141 38 | \$7,571 15 |

*General expenses:*

|   |            |            |             |
|---|------------|------------|-------------|
| Salaries of general officers and clerks .....           | \$17 80    | \$32 20    | \$50 00     |
| General office expenses and supplies.....               | 11 01      | 19 92      | 30 93       |
| Stationery and printing.....                            | 13 67      | 24 73      | 38 40       |
| Telegraph maintenance and operation.....                | 1 28       | 2 32       | 3 60        |
| Mileage of cars of other companies (debit balance)..... | 193 38     | 1,366 90   | 1,560 28    |
| Other general expenses.....                             | 4 79       | 8 66       | 13 45       |
| Total.....  | \$241 93   | \$1,454 73 | \$1,696 66  |
| Gross total operating expenses.....                     | \$2,570 04 | \$9,220 50 | \$11,790 54 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                |                    |
|--|--------------------|
| Cost of road.....                      | \$400,187 M        |
| Current assets, as follows, viz.:      |                    |
| Due by agents .....                    | 1,411 M            |
|  | <u>\$401,598 M</u> |
| LIABILITIES.                           |                    |
| Capital stock.....                     | \$300,000 M        |
| Current liabilities, as follows, viz.: |                    |
| Loans and bills payable .....          | 100,100 M          |
| Profit and loss (surplus).....         | 1,498 M            |
|  | <u>\$401,598 M</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.  | Local. | Total.       |
|---|-----------|--------|--------------|
| Number of passengers carried.....           | 1,758     | 2,000  | 3,758        |
| Number of passengers carried one mile ....  | 18,929    | 10,115 | 29,044       |
| Number of tons of freight carried .....     | 170,648   | 279    | 170,927      |
| Number of tons of freight carried one mile. | 1,672,726 | 888    | 1,673,614    |
| Passenger train mileage.....                |           |        | 9.58         |
| Freight train mileage.....                  |           |        | 6.49         |
| All other train mileage .....               |           |        | 6.50         |
| Total train mileage .....                   |           |        | <u>22.57</u> |

| ITEM.   | Earnings. | Expenses.  | Loss.      |
|---|-----------|------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings). | \$662 29  | \$2,570 04 | \$1,907 75 |
| Average per passenger carried .....   | 1762      | 6839       | 5077       |
| Average per passenger per mile .....  | 0228      | 0686       | 0458       |
| Average per passenger train per mile.....   | 0717      | 2788       | 2071       |
| Freight earnings and expenses (including miscellaneous earnings).....                 | 15,437 98 | 9,220 50   | 6,217 48   |
| Average per ton of freight carried.....   | 0903      | 0539       | 0364       |
| Average per ton of freight per mile.....  | 00824     | 00429      | 00395      |
| Average per freight train per mile.....   | 9248      | 5523       | 3725       |

| ITEM.  | Through.     | Local.       | Through and local. |
|--|--------------|--------------|--------------------|
| Computed on earnings from carrying passengers and freight only.                |              |              |                    |
| Average rate received per mile for carrying passengers, all classes.....       | Cents. 1.825 | Cents. 2.987 | Cents. 2.220       |
| Average rate received per mile per ton for carrying freight, all classes ..... |              |              | .0225              |

## Description of Road and Equipment.

| TRACK.  | Miles in N. Y. | sd. of track. |
|---|----------------|---------------|
| Main line, from Hudson Junction to Maybrook, single track .....                                 |                | 10.7          |
| Sidings and turnouts on main line .....   |                | 1.70          |
| Grand total of tracks, sidings and turnouts .....   |                | <u>12.40</u>  |
| Laid with steel rail, main line .....   |                | 10.7          |
| Weight of rails per yard—steel, maximum, 60 lbs.; gauge of track, 4 feet ballasted with gravel. |                | ches:         |

## Description of Road and Equipment—(Continued).

| BRIDGES.          | ENTIRE LINE IN NEW YORK STATE. |                   |
|-------------------|--------------------------------|-------------------|
|                   | Number.                        | Aggregate length. |
| Iron bridges..... | 6                              | Feet.<br>515      |

Point switches on entire line.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles..... | 10.7                        |
| Railroads crossing road at grade.....               | 1                           |
| Railroads crossing road over or under grade.....    | 2                           |
| Highway crossings at grade without protection.....  | 2                           |
| Highway crossings over or under grade.....          | 4                           |

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Lumber.....                                | 238      | .14       |
| Pig and bar iron and steel.....            | 21,072   | 12.33     |
| Iron or other ores.....                    | 4,074    | 2.38      |
| Coal and coke.....                         | 136,202  | 79.69     |
| Petroleum and other oils.....              | 102      | .06       |
| Manufactures.....                          | 3,085    | 1.80      |
| All other merchandise.....                 | 725      | .42       |
| All other agricultural products.....       | 4,049    | 2.37      |
| All other articles not included above..... | 1,380    | .81       |
| Total .....                                | 170,927  | 100       |

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during year... | 17         |
| Aggregate amount of salaries and wages paid them during year.....       | \$4,636 36 |

## Officers of the Company.

| Name.               | Title.                                   | Official Address. |
|---------------------|--|-------------------|
| J. W. WATSON.....   | President.....                           | New York city.    |
| GRINNELL BURT.....  | General Manager.....                     | Warwick, N. Y.    |
| JOHN SAYER.....     | Secretary and Treasurer.....             | Warwick, N. Y.    |
| E. M. REYNOLDS..... | Auditor and General Passenger Agent..... | Warwick, N. Y.    |
| F. E. SMITH.....    | General Freight Agent.....               | Warwick, N. Y.    |
| E. GARRISON.....    | Chief Engineer.....                      | Newburgh, N. Y.   |

## Directors of the Company.

| Name.                 | Residence.        |
|-----------------------|-------------------|
| J. W. WATSON.....     | New York city.    |
| BY GRAVES.....        | Philadelphia, Pa. |
| JEL DICKSON.....      | Philadelphia, Pa. |
| WILLIAMS.....         | New York city.    |
| EPHRAIM.....          | Philadelphia, Pa. |
| MAXWELL.....          | New York city.    |
| ERT W. DE FOREST..... | New York city.    |
| GEORGE S. JONES.....  | New York city.    |
| ABD D. ADAMS.....     | New York city.    |
| GEORGE F. BAKER.....  | New York city.    |
| LL FARRAGUT.....      | New York city.    |
| MAXWELL.....          | New York city.    |
| FARRIS.....           | Philadelphia, Pa. |

Title of company, Orange County Railroad Company.  
 General offices at Warwick, N. Y.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, first Monday in December.  
 For information concerning this report, address E. M. Reynolds, Auditor.

## OSWEGO AND ROME.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

(Date of charter, April 11, 1863.)

For history of organization, see Report of 1885.

The income, convertible and temporary bonds of this company have been retired, and a second mortgage for \$400,000 executed. Bonds to that amount have been issued. The preferred stock, \$75,000, has been cancelled.

This road is leased to Rome, Watertown and Ogdensburg Railroad Company, in accordance with a new lease, executed March 2, 1891. The said Rome, Watertown and Ogdensburg Railroad Company agrees to pay as rental, interest on the following bonds, viz.:

The first mortgage of this company, amounting to \$350,000, bearing interest at the rate of 7 per cent per annum, and upon the second mortgage bonds, amounting to \$400,000, bearing interest at the rate of 5 per cent per annum.

In accordance with an agreement entered into between the Rome, Watertown and Ogdensburg Railroad Company and the New York Central and Hudson River Railroad Company, dated March 14, 1891, the first-named road, together with its leased lines, was leased to the New York Central and Hudson River Railroad Company.

All transactions of this road from July 1, 1890, to March 14, 1891, are included in the report of the Rome, Watertown and Ogdensburg Railroad Company. From March 14, 1891, to June 30, 1891, in that of the New York Central and Hudson River Railroad Company.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding . . . . . | 2,250          | \$225,000        |

Number of stockholders.....

61

#### FUNDED DEBT.

| DESIGNATION OF LIEN.  | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount out. |
|-----------------------|---------------|--------------|-----------|---------------|--------------------|-------------|
|                       |               |              | Rate.     | When payable. |                    |             |
| First mortgage .....  | May 22, 1885  | 50           | p.c.      | May & Nov.    | \$350,000          |             |
| Second mortgage ..... | April 1, 1891 | 24           | 7         | Feb. & Aug.   | 400,000            |             |
| Total .....           |               |              |           |               | \$750,000          |             |

| Cost of Road.                        |  | Total cost up to<br>June 30, 1891. |
|--------------------------------------|--|------------------------------------|
| Grading, masonry and ballast.....    |  | \$213,878 08                       |
| Bridges.....                         |  | 20,523 16                          |
| Superstructure (including ties)..... |  | 515,473 87                         |
| Land and land damages.....           |  | 133,865 34                         |
| Passenger and freight stations.....  |  | 29,006 93                          |
| Engine and car-houses.....           |  | 10,941 62                          |
| Engineering expenses.....            |  | 27,263 76                          |
| Cost of road not classified.....     |  | 13,447 24                          |
| Total cost of road.....              |  | <u>\$964,400 00</u>                |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                     |
|---|---------------------|
| Cost of road.....                                     | \$964,400 00        |
| <i>Other permanent investments, as follows, viz.:</i> |                     |
| Capital stock.....                                    | 10,600 00           |
|   | <u>\$975,000 00</u> |
| LIABILITIES.  |                     |
| Capital stock.....                                    | \$225,000 00        |
| Funded debt.....                                      | 750,000 00          |
|   | <u>\$975,000 00</u> |

## Officers of the Company.

| Name.                    | Title.                       | Official Address.        |
|--------------------------|------------------------------|--------------------------|
| CHARLES PARSONS.....     | President.....               | 96 Broadway, N. Y. city. |
| CLARENCE S. DAY.....     | First Vice-President.....    | 38 Wall st., N. Y. city. |
| CHARLES PARSONS, Jr..... | Vice-President.....          | 96 Broadway, N. Y. city. |
| JOSEPH A. LAWYER.....    | Secretary and Treasurer..... | 96 Broadway, N. Y. city. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| CHARLES PARSONS.....     | New York city.  |
| CLARENCE S. DAY.....     | New York city.  |
| CHARLES PARSONS, Jr..... | New York city.  |
| EDWIN PARSONS.....       | New York city.  |
| GEORGE PARSONS.....      | New York city.  |
| WILLIAM LUMMIS.....      | New York city.  |
| J. Q. A. JOHNSON.....    | New York city.  |
| WALTON FERGUSON.....     | Stamford, Conn. |
| WILLIAM M. WHITE.....    | Utica, N. Y.    |
| JOHN THORN.....          | Utica, N. Y.    |
| J. F. MAYNARD.....       | Utica, N. Y.    |
| JOHN M. CROUSE.....      | Utica, N. Y.    |
| CYRUS J. LAWRENCE.....   | New York city.  |

Title of company, Oswego and Rome Railroad Company.

General offices at 96 Broadway, New York city.

For information concerning this report, address J. A. Lawyer, Secretary and Treasurer

## OSWEGO AND SYRACUSE.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                     |
|---|----------------|---------------------|
|   | No. of shares. | Total<br>par value. |
| Authorized by law or charter and now outstanding..... | 26,408         | \$1,320,400         |
| Number of stockholders.....                           |                | 393                 |

## FUNDED DEBT.

| DESIGNATION OF LIEN.          | Date          | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|-------------------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|
|                               |               |              | Rate.     | When payable. |                    |                     |
| *First consol. guar. mortgage | Dec. 28, 1876 | 30           | 7         | Mar. & Sept.  | \$500,000          | \$438.00            |
| *Guarant'd consol. mortgage.  | May 1, 1883   | 40           | 5         | May & Nov..   | 1,000,000          | 688.00              |
| Total.....                    |               |              |           |               | \$1,500,000        | \$1,126.00          |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
|  |  |   |
| Grading, masonry and ballast .....                   |  | \$349,366 25  |
| Bridges .....  | \$14 00  | 32,998 12   |
| Superstructure (including ties) and rails .....      |  | 433,844 71  |
| Land, land damages and fences .....                  |  | 265,098 62  |
| Passenger and freight stations .....                 |  | 124,412 14  |
| Shops, machinery and tools .....                     |  | 62,514 50   |
| Engineering expenses .....                           |  | 78,748 30   |
| Interest and discount charged to construction .....  |  | 17,263 26   |
| Wharfing .....                                       |  | 464,429 74  |
| Total cost of road .....                             | \$14 00  | \$1,837,629 51  |
| EQUIPMENT.   |  |   |
| Locomotives .....                                    |  | \$145,263 65  |
| Passenger cars, mail, baggage and express cars ..... |  | 66,417 77   |
| Freight and other cars .....                         | \$82,982 72  | 407,119 15  |
| Total cost of equipment .....                        | \$82,982 72  | \$618,779 57  |
| Grand total cost of road and equipment .....         | \$82,986 72  | \$2,456,409 08  |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| <i>Income from all sources, as follows, viz.:</i>   |              |
| Rental paid by lessee directly to stock and bondholders, twelve months' interest on stock ..... | \$118,839 00 |
| Twelve months' interest on bonds .....  | 64,880 00    |
|   | \$183,719 00 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                |
|---|----------------|
| Cost of road .....                            | \$1,837,629 51 |
| Cost of equipment .....                       | 618,779 57     |
| Profit and loss (deficiency) .....            | 20,000 00      |
|   | \$2,476,409 08 |
| LIABILITIES.                                  |                |
| Capital stock .....                           | \$0 00         |
| Funded debt .....                             | \$0 00         |
| <i>Current liabilities, as follows, viz.:</i> |                |
| Unfunded debt due lessee .....                | \$0 00         |
|   | \$0 00         |

\* Issued and delivered to lessee at par for advances made.

† Cf



**Officers of the Company.**

| <i>Name.</i>              | <i>Title.</i>                 | <i>Official Address.</i> |
|---------------------------|-------------------------------|--------------------------|
| SAMUEL SLOAN.....         | President.....                | New York city.           |
| FRED F. CHAMBERS.....     | Secretary.....                | New York city.           |
| FREDERICK H. GIBBENS..... | Treasurer.....                | New York city.           |
| WILLIAM F. HALLSTEAD..... | General Manager.....          | Scranton, Pa.            |
| A. H. SCHWABZ.....        | Assistant Superintendent..... | Syracuse, N. Y.          |

**Directors of the Company.**

| <i>Name.</i>              | <i>Residence.</i> |
|---------------------------|-------------------|
| THOMSON KINGSFORD.....    | Oswego, N. Y.     |
| SAMUEL SLOAN.....         | New York city.    |
| PEBOY R. PYNE.....        | New York city.    |
| WILLIAM B. PHELPS.....    | Oswego, N. Y.     |
| M. TAYLOR PYNE.....       | New York city.    |
| FREDERICK H. GIBBENS..... | New York city.    |
| EDGAR S. AUCHINCLOSS..... | New York city.    |
| EDWIN R. HOLDEN.....      | New York city.    |
| WILLIAM S. SLOAN.....     | New York city.    |
| MERRITT TRIMBLE.....      | New York city.    |
| WILLIAM W. PHELPS.....    | Eaglewood, N. J.  |
| J. E. TAYLOR.....         | Morristown, N. J. |
| J. H. DUEKKE.....         | New York city.    |

Title of company, The Oswego and Syracuse Railroad Company.

General offices at Oswego, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

**OWASCO RIVER.**

(Date of charter, June 2, 1881.)

**Capital Stock.**

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter and now outstanding..... | 300            | \$30,000         | \$30,000                             |

Number of stockholders ..... 13

**Cost of Road and Equipment.**

| ROAD.  |  | Total cost up to June 30, 1891. |
|--|--|---------------------------------|
| Grading, masonry and ballast.....                      |  | \$7,450 52                      |
| Superstructure, (including ties).....                  |  | 3,000 00                        |
| Balls.....   |  | 10,666 10                       |
| Land.....  |  | 27,930 69                       |
| Engineering expenses.....                              |  | 1,848 39                        |
| Interest and discount charged to construction.....     |  | 2,736 64                        |
| <b>T</b> .. cost of road .....                         |  | <b>\$53,627 34</b>              |
| EQUIPMENT.   |  |                                 |
| Loco tives .....                                       |  | \$2,160 00                      |
| Freight and other cars .....                           |  | 4,997 37                        |
| <b>T</b> .. cost of equipment .....                    |  | <b>\$7,157 37</b>               |
| <b>Grand</b> .. total cost of road and equipment ..... |  | <b>\$60,784 71</b>              |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation.....                 | \$5,081 17 |
| Less operating expenses (excluding all taxes)..... | 4,988 3    |
| Gross income from all sources.....                 | \$92 8     |
| <i>Deductions from income as follows, viz:</i>     |            |
| Interest on debt due and accrued.....              | \$493 54   |
| Rentals.....                                       | 55 00      |
| Taxes on property used in operation of road.....   | 424 50     |
|  | 973 04     |
| Deficit for year ending June 30, 1891.....         | \$975 26   |

## General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$975 26   |
| Surplus up to June 30, 1890.....           | 23,604 4   |
| Total surplus June 30, 1891.....           | \$24,579 6 |

## DETAILED STATEMENT OF RENTALS.

|   |         |
|---|---------|
| Paid New York Central and Hudson River Railroad Company for right of way over lot on Garden street..... | \$50 00 |
| Paid John W. Farmer's estate for right of way.....  | 6 00    |
| Total amount of rentals deducted from income.....   | \$56 00 |

## Analysis of Gross Earnings and Operating Expenses.

|   |            |
|---|------------|
| EARNINGS.                                 |            |
| Freight, all local.....                   | \$5,081 17 |
| OPERATING EXPENSES.                       |            |
| <i>Maintenance of way and structures:</i> |            |
| Repairs of track.....                     | \$1,719 24 |
| <i>Maintenance of equipment:</i>          |            |
| Repairs of locomotives.....               | 364 11     |
| <i>Conducting transportation:</i>         |            |
| Wages of conductors and men.....          | \$1,069 40 |
| Wages of engineers and firemen.....       | 1,320 48   |
| Fuel for locomotives.....                 | 211 73     |
| Total.....                                | \$3,130 46 |
| Grand total operating expenses.....       | \$4,933 58 |

## General Balance Sheet June 30, 1891.

|                                     |             |
|-------------------------------------|-------------|
| ASSETS.                             |             |
| Cost of road.....                   | \$63,677 34 |
| Cost of equipment.....              | 7,187 57    |
|                                     | \$70,864 91 |
| LIABILITIES.                        |             |
| Capital stock.....                  | \$30,000 00 |
| Audited vouchers and pay-rolls..... | 9,604 40    |
| Profit and loss (surplus).....      | 21,600 51   |
|                                     | \$60,704 91 |

## Traffic and Mileage Statistics.

|  |  |           |
|--|--|-----------|
| ITEM.                                  |  | All local |
| Number of tons of freight carried..... |  | 6,323     |
| Freight train mileage.....             |  | 282       |

| ITEM.   | Earnings.  | Expenses.  |          |
|---|------------|------------|----------|
| Freight earnings and expenses (including miscellaneous earnings)..... | \$5,081 17 | \$4,933 58 | \$147 59 |
| Average per ton of freight carried.....                               | 81         | 80         | 01       |
| Average per freight train per mile.....                               | 13 35      | 13 12      | 23       |

## OWASCO RIVER.

491

## ITEM.

All local.  
Cents.

Computed on earnings from carrying freight only.

Average rate received per mile per ton for carrying freight, all classes...

31

## Description of Road and Equipment.

## TRACK.

Miles owned, all  
in N. Y. State.

|   |      |
|---|------|
| Main line from the N. Y. Central depot in Auburn, to the railroad yard<br>of D. M. Osborne & Co., single track..... | .50  |
| Sidings and turnouts on main line .....   | 1.64 |
| Grand total of tracks, sidings and turnouts.....  | 2.14 |

Laid with steel rail, main line ..... 5

Average life of rails—steel, 8 years in use; average life of ties, 6 years; weight of  
rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken  
stone.

| BRIDGES.             | ENTIRE LINE IN NEW YORK<br>STATE. |                      |
|----------------------|-----------------------------------|----------------------|
|                      | Number.                           | Aggregate<br>length. |
| Iron bridges.....    | 1                                 | Feet.<br>140         |
| Wooden trestles..... | 3                                 | 2,047                |
| Total.....           | 4                                 | 2,187                |

| EQUIPMENT.                   | No. owned. | Average cost of<br>each. | Maximum<br>weight of each,<br>in lbs. | Average life of<br>each, in years. |
|------------------------------|------------|--------------------------|---------------------------------------|------------------------------------|
|                              |            |                          |                                       |                                    |
| Locomotives, 4 drivers ..... | 1          | \$4,020                  | 40,000                                | *                                  |
| Flat freight cars .....      | 11         | 336                      | 8,000                                 | *                                  |

Ordinary brake and coupler used on freight cars; common stub switch on road.

## Miscellaneous Statistics.

## ITEM.

Entire line in  
N. Y. State.

Total assessed value of real estate and personal property of company ... \$15,000

Highway crossings at grade protected by gates or flagmen..... 3

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. | Per cent. |
|---|----------|-----------|
| ber.....  | 2,943    | 18        |
| and bar iron and steel .....  | 497      | 3         |
| and coke .....  | 2,682    | 16        |
| ments of manufactured goods received by railroad com-<br>panies within this State from manufactories within this State. | 8,441    | 52        |
| her merchandise.....  | 1,794    | 11        |
| tal .....   | 16,357   | 100       |

\* Eight years in use.

## EMPLOYEES.

Average number of persons employed (including officials) during year...  
 Aggregate amount of salaries and wages paid them during year.....

\$2,500 00

## Officers of the Company.

| Name.                  | Title.                                  | Official Address. |
|------------------------|---|-------------------|
| THOMAS M. OSBORNE..... | President.....                          | Auburn, N. Y.     |
| JOHN H. OSBORNE.....   | Secretary and Treasurer.....            | Auburn, N. Y.     |
| EDWIN D. METCALF.....  | General Manager and Superintendent..... | Auburn, N. Y.     |
| JOHN S. CLARK.....     | Chief Engineer.....                     | Auburn, N. Y.     |

## Directors of the Company.

| Name.                    | Residence.    |
|--------------------------|---------------|
| CYRENUS WHEELER, Jr..... | Auburn, N. Y. |
| JOHN S. CLARK.....       | Auburn, N. Y. |
| ORRIN H. BURDICK.....    | Auburn, N. Y. |
| GORTON W. ALLEN.....     | Auburn, N. Y. |
| WM. A. KIRBY.....        | Auburn, N. Y. |
| JOHN H. OSBORNE.....     | Auburn, N. Y. |
| HENRY J. KOSTERS.....    | Auburn, N. Y. |
| CALVIN YOUNG.....        | Auburn, N. Y. |
| HORACE M. WHIFFLE.....   | Auburn, N. Y. |
| THOMAS M. OSBORNE.....   | Auburn, N. Y. |
| ALLEN MCKAIN.....        | Auburn, N. Y. |
| CHAS. B. KOSTERS.....    | Auburn, N. Y. |
| One vacancy.             |               |

Title of company, Owasco River Railway.

General offices at Auburn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, June 2.

For information concerning this report, address John H. Osborne, Secretary.

## PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

HENRY H. KINGSTON, Receiver.

(Date of charter, September 7, 1887.)

Organized under the laws of the States of Pennsylvania and New Jersey, concerning the incorporation and regulation of railroad corporations.

This was formerly the Pennsylvania, Slatington and New England Railroad Company, organized under the Laws of New Jersey and Pennsylvania; which railroad, with all its property and franchises was sold to Wm. W. Gibbs, of Philadelphia, Pa., at a master's sale in the town of Newton, Sussex county, New Jersey, April 20, 1887, under decree of foreclosure in the Circuit Court of the United States, for the eastern district of Pennsylvania, and the district of New Jersey, at the suit of the Metropolitan Trust Company of the City of New York. At a meeting of the purchaser and associates duly held the 10th of September, 1887, the said railroad was reorganized under the name of the Pennsylvania, Poughkeepsie and Boston Railroad Company, which company acquired ownership of the Campbell Hall Connecting Railroad, or the railroad operated in New York State, and extending from a point near Liberty Corners, N. Y., on the State line between New Jersey and New York, to Pine Island, Orange county, N. Y., a distance of 3.75 miles. On the 17th day of February, 1891, at the application of creditors, the Pennsylvania Poughkeepsie and Boston Railroad Company was placed in the hands of a receiver (Mr. Henry H. Kingston, of Philadelphia), by decree of the United States Circuit Court for the district of New Jersey.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount paid. |
|--|----------------|------------------|-------------------------------|
|  | No. of shares. | Total par value. |                               |
| Authorized by law or charter .....                             | 60,000         | \$3,000,000      | ..                            |
| Issued for reorganization .....                                | 35,000         | \$1,750,000      | ..                            |
| Issued for purchase of Campbell Hall Connecting Railroad ..... | 5,000          | 250,000          | ..                            |
| Total now outstanding .....                                    | 40,000         | \$2,000,000      | ..                            |

Number of stockholders.....

## FUNDED DEBT.

| DESIGNATION OF<br>LEIN.                  | Date.        | Due.  | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>out-<br>standing. |
|--|--------------|-------|-----------|------------------|----------------------------|-----------------------------|--|
|  |              |       | Rate.     | When<br>payable. |                            |                             |  |
| First mort. P. P. &<br>B. Railroad.....  | Jan. 1, 1889 | 1899  | p.c.<br>6 | July & Jan.      | \$1,500,000                | \$1,500,000                 | \$1,500,000  |
| Second mort. P. P.<br>& B. Railroad..... | Jan. 1, 1891 | 1910  | 6         | July & Jan.      | 500,000                    | 250,000                     | 250,000  |
| First mort. Slat.<br>Valley Railroad..   | July 1, 1886 | 1916  | 4         | Jan. & July      | 100,000                    | 61,500                      | 61,500   |
| Total.....                               | .....        | ..... | .....     | .....            | \$2,100,000                | \$1,811,500                 | \$1,811,500  |

## Cost of Road and Equipment.

| ROAD.  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....  | .....  | \$1,322,401 45  |
| Bridges.....   | .....  | 285,895 00  |
| Superstructure (including ties).....   | .....  | 80,155 00   |
| Rails.....   | .....  | 173,127 00  |
| Land, land damages.....  | .....  | 236,684 00  |
| Fences.....  | .....  | 28,464 00   |
| Passenger and freight stations, engine and car-houses,<br>shops, machinery and tools, fuel and water stations..... | .....  | 59,845 40   |
| Engineering expenses.....  | .....  | 5,920 75  |
| Interest and discount charged to construction.....   | .....  | 164,063 85  |
| Purchase of constructed road.....  | .....  | 1,491,970 69  |
| Telegraph line.....  | .....  | 1,985 12  |
| Total cost of road.....  | .....  | \$3,850,452 26  |
| EQUIPMENT.   |  |   |
| Locomotives.....   | \$9,745 25   | \$111,510 00  |
| Passenger cars.....  | .....  | 46,475 00   |
| Mail, baggage and express cars.....  | .....  | 23,775 00   |
| Freight and other cars.....  | 173,984 55   | 325,150 00  |
| Total cost of equipment.....   | \$183,729 80   | \$506,910 00  |
| Grand total cost of road and equipment.....  | \$183,729 80   | \$4,357,362 26  |

## Income Account for Year Ending June 30, 1891.

|  |              |              |
|--|--------------|--------------|
| Gross earnings from operation.....   |              | \$147,989 14 |
| Less operating expenses (excluding all taxes).....   |              | 184,793 47   |
| Net loss from operation.....   |              | \$36,804 33  |
| Deductions from income, as follows, viz.:  |              |              |
| Interest on funded debt due and accrued.....   | \$131,428 31 |              |
| Rentals.....   | 55,521 60    |              |
| Taxes on property used in operation of road, on earnings<br>and capital stock and all other taxes..... | 4,521 36     |              |
| Interest on current liabilities.....   | 62,647 61    |              |
|  |              | 254,118 88   |
| Deficit for year ending June 30, 1891.....   |              | \$190,923 21 |

## General Income Account.

|  |              |
|--|--------------|
| Deficit for year ending June 30, 1891..... | \$290,923 21 |
| Deficit up to June 30, 1890.....           | 260,492 33   |
| Total deficit June 30, 1891.....           | \$551,415 54 |

## DETAILED STATEMENT OF RENTALS.

|  |             |
|--|-------------|
| Trackage rights over New York, Lake Erie and Western Railroad, between Pine Island and Campbell Hall, New York .....             | \$5,564 22  |
| Trackage rights over New York, Susquehanna and Western Railroad, between Harrisburg Junction and Swartswood Junction, N. J. .... | 11,500 00   |
| Trackage rights over Lehigh and Lackawanna railroad, between Bender's Junction and Pen Argyle, Pa. ....                          | 1,700 00    |
| Terminal facilities of Lehigh Valley Railroad at Slatington, Pa. ....  | 1,000 00    |
| Sundry other rentals .....   | 1,100 00    |
| Total amount of rentals deducted from income .....   | \$35,524 22 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                 |             | Passenger.  | Freight.     | Total.       |
|---------------------------------|-------------|-------------|--------------|--------------|
| Freight, through .....          | \$87,757 88 |             |              |              |
| Freight, local .....            | 27,931 92   |             |              |              |
| Passengers, through .....       | \$7,350 00  |             | \$115,689 80 | \$115,689 80 |
| Passengers, local .....         | 16,469 10   |             |              |              |
| Express .....                   |             | \$23,819 10 |              | 23,819 10    |
| Miscellaneous as follows, viz.: |             | 562 15      |              | 562 15       |
| Mileage .....                   | \$7,804 49  |             |              |              |
| Sundries .....                  | 113 66      |             |              |              |
|                                 |             |             | 7,918 09     | 7,918 09     |
| Total gross earnings .....      |             | \$24,381 25 | \$123,607 89 | \$147,989 14 |

## OPERATING EXPENSES.

## Maintenance of way and structures:

|   |             |             |             |
|---|-------------|-------------|-------------|
| Steel rails laid 50 tons; cost, approximate, \$36 per ton ..... | \$802 92    | \$385 78    | \$1,188 70  |
| Repairs of roadbed .....  | 9,003 95    | 13,236 02   | 22,240 97   |
| Repairs of bridges (including culverts and cattle-guards) ..... | 916 29      | 1,346 15    | 2,262 44    |
| Repairs of stations, shops, docks, etc. ....                    | 1,009 52    | 1,488 12    | 2,497 64    |
| Repairs of fences .....   | 57 69       | 84 77       | 142 46      |
| Other expenses for maintenance of way and structures .....      | 228 26      | 335 34      | 563 60      |
| Total .....   | \$11,818 63 | \$17,363 18 | \$29,181 81 |

## Maintenance of equipment:

|   |            |             |             |
|---|------------|-------------|-------------|
| Repairs of locomotives .....                      | \$2,962 63 | \$5,680 69  | \$8,643 32  |
| Repairs of cars .....                             | 1,663 24   | 11,689 24   | 13,352 48   |
| Repairs of machinery and tools .....              | 446 70     | 770 47      | 1,217 17    |
| Other expenses for maintenance of equipment ..... | 923 21     | 1,356 32    | 2,279 53    |
| Total .....                                       | \$5,995 78 | \$19,496 71 | \$25,492 49 |

## Conducting transportation:

|  |             |             |             |
|--|-------------|-------------|-------------|
| Wages of conductors and men .....                                  | \$6,877 92  | \$10,104 61 | \$16,982 53 |
| Wages of engineers and firemen .....                               | 8,944 36    | 13,140 47   | 22,084 83   |
| Fuel for locomotives .....   | 11,223 88   | 16,489 42   | 27,713 30   |
| Oil and waste .....  | 844 75      | 1,241 04    | 2,085 79    |
| Water supply .....   | 637 18      | 936 34      | 1,573 52    |
| Other train supplies or expenses .....                             | 1,564 59    | 2,296 60    | 3,861 19    |
| Wages of station agents and clerks and for labor at stations ..... | 4,387 49    | 6,445 83    | 10,833 32   |
| Station supplies .....   | 468 22      | 687 90      | 1,156 12    |
| Wages of watchmen, flagmen and switchmen .....                     | 653 69      | 960 37      | 1,614 06    |
| Other expenses for conducting transportation .....                 | 476 64      | 699 96      | 1,176 60    |
| Total .....  | \$36,078 72 | \$53,004 54 | \$89,083 26 |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.         | Freight.            | Total.              |
|--|--------------------|---------------------|---------------------|
| <i>General expenses:</i>   |                    |                     |                     |
| Salaries of general officers and clerks.....                                     | \$11,946 02        | \$17,550 33         | \$29,496 35         |
| General office expenses and supplies.....  | 1,188 86           | 1,746 61            | 2,935 47            |
| Stationery and printing.....   | 388 90             | 570 75              | 959 65              |
| Outside agencies and advertising.....  | 665 15             | 977 89              | 1,643 04            |
| Legal expenses.....  | 1,564 24           | 2,298 09            | 3,862 33            |
| Loss and damage of freight and baggage<br>and damage to cattle and property..... | 85 95              | 197 89              | 283 84              |
| Injuries to persons.....   | .....              | 91 50               | 91 50               |
| Other general expenses.....  | 714 36             | 1,049 37            | 1,763 73            |
| <b>Total .....</b>   | <b>\$16,553 48</b> | <b>\$24,482 43</b>  | <b>\$41,035 91</b>  |
| <b>Grand total operating expenses.....</b>                                       | <b>\$70,446 61</b> | <b>\$114,846 86</b> | <b>\$184,793 47</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |            |                       |
|---|------------|-----------------------|
| Cost of road.....                                     |            | \$3,850,452 26        |
| Cost of equipment.....                                |            | 506,910 00            |
| <i>Other permanent investments, as follows, viz.:</i> |            |                       |
| Stock of other companies.....                         | \$1,250 00 |                       |
| Bonds of other companies.....                         | 250,000 00 |                       |
|   |            | 252,500 00            |
| <i>Current assets, as follows, viz.:</i>              |            |                       |
| Cash on hand.....                                     | \$3,871 09 |                       |
| Due by agents.....                                    | 1,771 54   |                       |
| Open accounts.....                                    | 76,649 31  |                       |
| Materials and supplies.....                           | 2,913 90   |                       |
|   |            | 85,205 84             |
| Profit and loss (deficiency).....                     |            | 551,415 54            |
|   |            | <b>\$5,256,483 64</b> |

## LIABILITIES.

|   |              |                       |
|---|--------------|-----------------------|
| Capital stock.....                            |              | \$2,000,000 00        |
| Funded debt.....                              |              | 1,811,500 00          |
| <i>Current liabilities, as follows, viz.:</i> |              |                       |
| Interest on funded debt due and accrued.....  | \$105,000 00 |                       |
| Audited vouchers and pay-rolls.....           | 161,340 05   |                       |
| Loans and bills payable.....                  | 681,887 26   |                       |
| Car trust notes.....                          | 415,268 16   |                       |
| Receiver's certificates.....                  | 100,800 00   |                       |
| Interest on certificates.....                 | 1,388 17     |                       |
|   |              | <b>\$1,444,983 64</b> |
|   |              | <b>\$5,256,483 64</b> |

## Traffic and Mileage Statistics.

## ITEM.

|   |                |
|---|----------------|
| Number of passengers carried.....               | 48,915         |
| Number of passengers carried one mile.....      | 1,261,628      |
| Number of tons of freight carried.....          | 315,007        |
| Number of tons of freight carried one mile..... | 20,050,225     |
| Passenger train mileage.....                    | 107,796        |
| Freight train mileage.....                      | 138,314        |
| All other train mileage.....                    | 5,120          |
| <b>Total train mileage .....</b>                | <b>271,230</b> |

| ITEM.   | Earnings.   | Expenses.   | Loss.               |
|---|-------------|-------------|---------------------|
| Passenger earnings and expenses (including<br>all express and miscellaneous earnings) | \$24,381 25 | \$70,446 61 | \$46,065 36         |
| Rate per passenger carried.....   | 486         | 1 44        | 964                 |
| Rate per passenger per mile.....  | 019         | 065         | 036                 |
| Rate per passenger train per mile.....  | 227         | 644         | 417                 |
| Freight earnings and expenses (including<br>miscellaneous earnings).....              | 123,607 89  | 114,346 86  | Profit,<br>9,261 03 |
| Rate per ton of freight carried.....  | 367         | 364         | 003                 |
| Rate per ton of freight per mile.....   | 0058        | 0054        | 0004                |
| Rate per freight train per mile.....  | 731         | 671         | 06                  |

## ITEM.

Computed on earnings from carrying passengers and freight only.  
 Average rate received per mile for carrying passengers, all classes.....  
 Average rate received per mile per ton for carrying freight, all classes.....

Through and  
 local. Cents

12  
 1

## Description of Road and Equipment.

| TRACK.   | Miles owned, all<br>outside N. Y.<br>State. | Miles leased, all<br>in N. Y. State. | TOTAL MILES.              |                       |
|--|---|--------------------------------------|---------------------------|-----------------------|
|  |   |                                      | Length in<br>N. Y. State. | Portion out-<br>side. |
| Main line from Slatington, Pa., to Liberty Corners, N. Y.,<br>single track ..... | 47.77                                       | 3.78                                 | 3.78                      | 51.5                  |
| Branches or other roads laid, single track .....                                 | .80   | .....                                | .....                     | 8                     |
| Total single track .....   | 48.57                                       | 3.78                                 | 3.78                      | 52.3                  |
| Sidings and turnouts on main line .....  | 11.49                                       | .33                                  | .33                       | 11.8                  |
| Grand total of tracks, sidings and turnouts .....                                | 60.06                                       | 4.11                                 | 4.11                      | 64.1                  |
| Laid with steel rail, main line .....  | 47.77                                       | 3.78                                 | 3.78                      | 51.5                  |
| Laid with iron rail, branches or other roads .....                               | .80   | .....                                | .....                     | 8                     |

Weight of rails per yard — steel, maximum, 60 lbs., minimum, 45 lbs.; iron, 54 lbs.;  
 gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                            | From.                | To.                  | Length in<br>N. Y. State. | Entire length. | Owned or<br>leased.          | Miles owned with<br>leased rail. |
|--|----------------------|----------------------|---------------------------|----------------|------------------------------|----------------------------------|
| Howerton Branch.....                               | Hower's Br., Pa.     | Howerton, Pa.        | .....                     | .80            | Owned                        | .80                              |
| Campbell Hall Connect'g R.R.                       | Liberty Cor., N. Y.  | Pine Island, N. Y.   | 3.78                      | 3.78           | Owned                        | 3.78                             |
| Lehigh and Lackawanna .....                        | Bender's Jc., Pa.    | Pen Argyle, Pa.      | .....                     | 8.18           | Owned                        | 8.18                             |
| New York, Susquehanna and<br>Western Railroad..... | Har'isb'g Jc., N. J. | Swartwood Jc., N. J. | .....                     | 18.47          | Track-<br>age right<br>only. | 18.47                            |
| New York, Lake Erie & West'n.                      | Pine Island, N. Y.   | Campbell Hall, N. Y. | 16.84                     | 16.84          | Owned                        | 16.84                            |

## BRIDGES.

|                      | ENTIRE LINE OUTSIDE<br>NEW YORK STATE |                      |
|----------------------|---------------------------------------|----------------------|
|                      | Number.                               | Aggregate<br>length. |
| Iron bridges.....    | 14                                    | 1.1                  |
| Wooden trestles..... | 69                                    | 1.1                  |
| Total.....           | 83                                    | 1.1                  |



# PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

497

## Description of Road and Equipment -- (Continued).

| EQUIPMENT.                          | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers.....         | 6          | \$9,000               | 108,000                        | 6                               | .....                             |
| Locomotives, 4 drivers.....         | 8          | 7,900                 | 96,100                         | 8                               | .....                             |
| Total .....                         | 14         | .....                 | .....                          | 14                              | .....                             |
| First-class passenger cars.....     | 15         | \$4,600               | .....                          | 15                              | 15                                |
| Baggage, mail and express cars..... | 3          | 3,850                 | .....                          | 3                               | 3                                 |
| Total .....                         | 18         | .....                 | .....                          | 18                              | 18                                |
| Box freight cars.....               | 51         | \$475                 | .....                          | .....                           | .....                             |
| Coal freight cars.....              | 550        | 450                   | .....                          | .....                           | 550                               |
| Flat freight cars.....              | 40         | 325                   | .....                          | .....                           | .....                             |
| Boochose, 4-wheel cars.....         | 4          | 525                   | .....                          | .....                           | .....                             |
| Service cars.....                   | 2          | 1,000                 | .....                          | .....                           | .....                             |
| Total .....                         | 647        | .....                 | .....                          | .....                           | .....                             |

Passenger cars are equipped with Westinghouse air-brake and Miller coupler; freight cars have Gould patent coupler; also Union and Thurman coupler. Split switch on entire system.

## Miscellaneous Statistics.

| ITEM.  | Entire line, outside N. Y. State. |
|--|-----------------------------------|
| Cost of real estate now held by company exclusive of that used in operation..... | \$2,000 00                        |
| Total assessed value of real estate and personal property of company....         | 1,000,000 00                      |
| Length of steel rails laid during year in repairs, miles.....                    | .5                                |
| Railroads crossing road at grade.....  | 1                                 |
| Railroads crossing road over or under grade.....                                 | 5                                 |

Passenger cars are heated by steam, lighted with oil, and ventilated by ordinary hood ventilators.

Adams' Express Company runs over this road; the railroad company receives forty per cent of gross receipts for transportation of express freight on passenger trains.

Pullman's Palace Car Company's cars used in through trains, for which the railroad company pays two cents per car per mile run. The Pullman rates vary per trip or per item and possibly average one-quarter of a cent per mile over P. P. & B. R. R.

One thousand two hundred and two dollars for mileage of cars only paid to Pullman's Palace Car Company.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                   | Tonnage. | Per cent. |
|---|----------|-----------|
| Flour.....                              | 17,643   | 5.60      |
| Grain.....                              | 27,089   | 8.60      |
| Feats and provisions.....               | 13,425   | 4.27      |
| Livestock.....                          | 570      | .18       |
| Lumber.....                             | 14,600   | 4.63      |
| Iron and bar iron and steel.....        | 14,424   | 4.58      |
| Coal and coke.....                      | 2,475    | .79       |
| Other manufactures and merchandise..... | 78,841   | 25.03     |
| Other agricultural product.....         | 94,239   | 29.91     |
| Other articles not included above.....  | 11,266   | 3.56      |
| Total.....                              | 40,435   | 12.83     |
| Total.....                              | 315,007  | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total |
|-----------------|----------|---------|-------|
| Passengers..... |          | 1       | 1     |
| Employees.....  | 2        | 1       | 3     |
| Others.....     |          | 1       | 1     |
| Total.....      | 2        | 3       | 5     |

## EMPLOYEES.

Average number of persons employed (including officials) during year..... 22  
 Aggregate amount of salaries and wages paid them during year..... \$132,165 11

## Officers of the Company.

| Name.                   | Title.                             | Official Address. |
|-------------------------|------------------------------------|-------------------|
| HENRY H. KINGSTON.....  | Receiver and General Manager...    | Philadelphia, Pa. |
| MORRIS R. BOCKINS.....  | Secretary.....                     | Philadelphia, Pa. |
| JOSEPH R. SAGE.....     | Treasurer.....                     | Philadelphia, Pa. |
| EDWARD J. FALLON.....   | Auditor.....                       | Philadelphia, Pa. |
| CHARLES E. MACK.....    | Gen'l Freight and Pass. Agent..... | Philadelphia, Pa. |
| CHARLES H. STANTON..... | General Superintendent.....        | Goshen, N. Y.     |

## Directors of the Company.

| Name.                   | Residence.        |
|-------------------------|-------------------|
| HENRY H. KINGSTON.....  | Philadelphia, Pa. |
| RANDALL MORGAN.....     | Philadelphia, Pa. |
| WILLIAM B. SCOTT.....   | Philadelphia, Pa. |
| WILLIAM W. GIBBS.....   | Philadelphia, Pa. |
| MORRIS R. BOCKINS.....  | Philadelphia, Pa. |
| ALFRED N. CHANDLER..... | Philadelphia, Pa. |
| ARTHUR E. NEWBOLD.....  | Philadelphia, Pa. |

Title of company, Pennsylvania, Poughkeepsie and Boston Railroad Company.  
 General offices at 411 Walnut street, Philadelphia, Pa.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, September 5.  
 For information concerning this report, address E. J. Fallon, Auditor.

## PORT JERVIS, MONTICELLO AND NEW YORK.

(Date of charter, November 17, 1886.)

For history of organization, see report of 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash realized<br>on amount<br>out. Inc. |
|--|----------------|---------------------|---|
|  | No. of shares. | Total<br>par value. |   |
| Authorized by law or charter .....     | 5,000          | \$500,000           |   |
| Issued for actual cash .....           | 609            | \$60,900            | \$6,090                                 |
| Issued on account of construction..... | 3,492          | 349,200             |   |
| Total now outstanding .....            | 4,091          | \$409,100           | \$6,090                                 |

Number of stockholders .....

## FUNDED DEBT.

| DESIGNATION OF LIEN.                  | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---------------------------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                                       |              |              | Rate.     | When payable.  |                    |                     |                                      |
| First mortgage, 6 per cent, gold bds. | Dec. 1, 1887 | 40           | p.c.<br>6 | June 1, Dec. 1 | \$500,000          | \$364,000           | \$364,000                            |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                  | .....  | \$8,218 84  |
| Rails.....   | .....  | 7,488 84  |
| Land.....  | .....  | 7,246 69  |
| Land damages.....                                  | .....  | 30,621 79   |
| Fences.....  | .....  | 2,386 44  |
| Passenger and freight stations.....                | \$1,329 50   | 8,172 00  |
| Engine and car-houses.....                         | .....  | 466 84  |
| Engineering expenses.....                          | .....  | 4,526 79  |
| Interest and discount charged to construction..... | *1,674 70  | 1,768 83  |
| Road built by contract.....                        | .....  | 560,000 00  |
| Purchase of constructed road.....                  | .....  | 172,943 35  |
| Total cost of road.....                            | *\$445 20  | \$808,648 81  |
| EQUIPMENT.   |  |   |
| Mail, baggage and express cars.....                | .....  | \$310 56  |
| Freight and other cars.....                        | .....  | 7,933 31  |
| Total cost of equipment.....                       | .....  | \$8,243 87  |
| Grand total cost of road and equipment.....        | *\$445 20  | \$811,892 68  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |            |
|--|------------|
| Buildings at Monticello.....                                       | \$1,229 50 |
| Reduced on account overcharged to construction in 1890 report..... | 1,674 70   |
|  | *\$445 20  |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation.....                                    | \$50,997 14 |
| Less operating expenses (excluding all taxes).....                    | 42,425 78   |
| Gross income from all sources.....                                    | \$8,571 36  |
| Deductions from income, as follows, viz.:                             |             |
| Interest on funded debt due and accrued.....                          | \$21,840 00 |
| Taxes other than on earnings, capital stock and property of road..... | 3,687 93    |
| Interest on current liabilities.....                                  | 3,197 66    |
|   | 28,725 59   |
| Income for year ending June 30, 1891.....                             | \$20,154 23 |

## General Income Account.

|  |             |
|--|-------------|
| Deficit for year ending June 30, 1891..... | \$20,154 23 |
| Deficit up to June 30, 1890.....           | 44,150 39   |
| Total deficit June 30, 1891.....           | \$64,304 61 |

\* Credit.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.  | Freight.    | Total.      |
|----------------------------|-------------|-------------|-------------|
| Freight, all local.....    |             | \$27,183 05 | \$27,183 05 |
| Passengers, all local..... | \$18,901 66 |             | 18,901 66   |
| Mail.....                  | 1,841 60    |             | 1,841 60    |
| Express.....               | 3,070 83    |             | 3,070 83    |
| Total gross earnings.....  | \$23,814 09 | \$27,183 05 | \$50,997 14 |

## OPERATING EXPENSES.

|   |             |             |             |
|---|-------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                         |             |             |             |
| Steel rails laid.....   | \$114 41    | \$114 41    | \$228 82    |
| Repairs of roadbed.....   | 6,192 13    | 6,192 12    | 12,384 25   |
| Repairs of bridges (including culverts and cattle-guards).....    | 3 25        | 3 26        | 6 51        |
| Repairs of stations, shops, docks, etc.....                       | 46 12       | 46 13       | 92 25       |
| Repairs of fences.....  | 35 63       | 35 63       | 71 26       |
| Other expenses for maintenance of way and structures.....         | 102 93      | 102 93      | 205 86      |
| Total.....  | \$6,494 47  | \$6,494 48  | \$12,988 95 |
| <i>Maintenance of equipment:</i>                                  |             |             |             |
| Repairs of locomotives.....                                       | \$801 66    | \$801 66    | \$1,603 32  |
| Repairs of cars.....  | 171 49      | 171 49      | 342 98      |
| Repairs of machinery and tools.....                               | 40 34       | 40 34       | 80 68       |
| Total.....  | \$1,013 49  | \$1,013 49  | \$2,026 96  |
| <i>Conducting transportation:</i>                                 |             |             |             |
| Wages of conductors and men.....                                  | \$2,009 07  | \$2,009 07  | \$4,018 14  |
| Wages of engineers and firemen.....                               | 2,213 51    | 2,213 52    | 4,427 03    |
| Fuel for locomotives.....   | 3,049 08    | 3,049 07    | 6,098 15    |
| Oil, waste and water supply.....                                  | 253 76      | 256 76      | 510 52      |
| Other train supplies or expenses.....                             | 76 79       | 76 79       | 153 58      |
| Wages of station agents and clerks and for labor at stations..... | 1,813 55    | 1,813 56    | 3,627 11    |
| Station supplies.....   | 31 70       | 31 70       | 63 40       |
| Other expenses for conducting transportation.....                 | 420 35      | 420 34      | 840 69      |
| Total.....  | \$9,867 81  | \$9,867 81  | \$19,735 62 |
| <i>General expenses:</i>  |             |             |             |
| Salaries of general officers and clerks.....                      | \$600 00    | \$600 00    | \$1,200 00  |
| General office expenses, supplies, stationery and printing.....   | 133 80      | 133 81      | 267 61      |
| Outside agencies and advertising.....                             | 15 00       | 15 00       | 30 00       |
| Damage to cattle and property.....                                | 43 75       | 43 75       | 87 50       |
| Mileage of cars of other companies (debit balance).....           | 1,277 90    | 1,277 89    | 2,555 79    |
| Other general expenses.....                                       | 1,766 67    | 1,766 66    | 3,533 33    |
| Total.....  | \$3,837 12  | \$3,837 11  | \$7,674 23  |
| Grand total operating expenses.....                               | \$21,212 89 | \$21,212 89 | \$42,425 78 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |          |    |
|--|----------|----|
| Cost of road.....                        |          |    |
| Cost of equipment.....                   |          |    |
| <i>Current assets, as follows, viz.:</i> |          |    |
| Cash on hand.....                        | \$490 00 |    |
| Bills receivable and due by agents.....  | 2,138 03 |    |
| Open accounts.....                       | 442 90   |    |
| * Profit and loss (deficiency).....      |          | 61 |

8671

\* Ten cents difference from statement made in general income account. *and* Commissioners.

## LIABILITIES.

|  |             |                     |
|--|-------------|---------------------|
| Capital stock .....                                    |             | \$409,100 00        |
| Funded debt .....                                      |             | 384,000 00          |
| <i>Current liabilities, as follows, viz.:</i>          |             |                     |
| Interest on funded debt due and accrued .....          | \$33,690 00 |                     |
| Audited vouchers and pay-rolls, and open accounts..... | 8,972 00    |                     |
| Loans and bills payable .....                          | 63,506 32   |                     |
|  |             | 106,168 32          |
|  |             | <u>\$879,268 32</u> |

## Traffic and Mileage Statistics.

## ITEM.

All local.

|  |               |
|--|---------------|
| Number of passengers carried .....               | 44,870        |
| Number of passengers carried one mile .....      | 1,209,451     |
| Number of tons of freight carried .....          | 39,638        |
| Number of tons of freight carried one mile ..... | 634,081       |
| Passenger train mileage .....                    | 33,500        |
| Freight train mileage .....                      | 29,440        |
| Total train mileage .....                        | <u>62,940</u> |

| ITEM.  | Earnings.   | Expenses.   | Profit.    |
|--|-------------|-------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$23,814 09 | \$21,212 89 | \$2,601 20 |
| Average per passenger carried .....  | 534         | 476         | 068        |
| Average per passenger per mile .....   | 0197        | 0175        | 0022       |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 27,183 05   | 21,212 89   | 5,970 16   |
| Average per ton of freight carried .....   | 685         | 535         | 15         |
| Average per ton of freight per mile .....  | 0429        | 0335        | 0094       |

## ITEM.

All local.

|  |        |
|--|--------|
| Computed on earnings from carrying passengers and freight only. . . . .      | Cents. |
| Average rate received per mile for carrying passengers, all classes .....    | 1.56   |
| Average rate received per mile per ton for carrying freight, all classes.... | 4.287  |

## Description of Road and Equipment.

## TRACK.

Miles owned, all in N. Y. State.

|   |              |
|---|--------------|
| Main line, from Port Jervis to Monticello, single track ..... | 23.75        |
| Total of branches, single track .....                         | 17.30        |
| Total single track .....                                      | 41.05        |
| Sidings and turnouts on main line .....                       | 1.50         |
| Grand total of tracks, sidings and turnouts .....             | <u>42.55</u> |
| Laid with steel rail, main line and branches .....            | 25.10        |
| Laid with iron rail, branches .....                           | 15.95        |

Weight of rails per yard—steel, maximum, 58 lbs., minimum, 56 lbs.; iron, maximum, 58 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with soil and gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| N  | OF BRANCH OR ROAD. | From           | To             | Entire length in New York State. | Owned or leased. | Miles laid with steel rail. | Miles laid with iron rail. |
|----|--------------------|----------------|----------------|----------------------------------|------------------|-----------------------------|----------------------------|
| St | ille Division .    | Huguenot Junc. | Summitville .. | 17.30                            | Owned.           | 1.35                        | 15.95                      |

## Description of Road and Equipment—(Continued).

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE. |                   |
|-----------------------|--------------------------------|-------------------|
|                       | Number.                        | Aggregate length. |
| Iron bridges .....    | 4                              | 21                |
| Wooden bridges .....  | 10                             | 24                |
| Wooden trestles ..... | 1                              | 1.20              |
| Total .....           | 15                             | 1.25              |

| EQUIPMENT.                          | No. owned. | No. leased. | Total number. | No. equipped with patent brake. |
|-------------------------------------|------------|-------------|---------------|---------------------------------|
|                                     |            |             |               |                                 |
| Locomotives, 4 drivers .....        | 2          | 1           | 3             | 1                               |
| First-class passenger cars .....    | 1          | 2           | 3             | 1                               |
| Second-class passenger cars .....   | 2          | 1           | 3             | 1                               |
| Baggage, mail and express car ..... | 3          | 2           | 5             | 4                               |
| Total .....                         | 3          | 2           | 5             | 4                               |
| Box freight cars .....              | 5          | 1           | 6             | 1                               |
| Flat freight cars .....             | 10         | 1           | 11            | 1                               |
| Caboose, 8-wheel cars .....         | 1          | 1           | 2             | 1                               |
| Service cars .....                  | 9          | 1           | 10            | 1                               |
| Total .....                         | 25         | 4           | 29            | 4                               |

Miller automatic coupler used on passenger cars; link and pin coupler on freight cars.  
Safety split switches in use on this line.

## Miscellaneous Statistics.

| ITEM.  | ENTIRE LINE IN N. Y. STATE. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles .....                       | 24.75                       |
| Total assessed value of real estate and personal property of company ..... | \$26,500.00                 |
| Highway crossings at grade without protection .....                        | 1                           |
| Overhead obstructions less than twenty feet above track .....              | 1                           |

Passenger cars are heated by steam, lighted by oil lamps and ventilated by ventilators.

National Express Company runs over this line, receipts pro rated, and \$50 paid for messenger service.

Contract with the United States government for transportation of mails at Monticello division, \$44.46 per mile, per annum, for 24.56 miles; Summitville \$42.75 per mile, per annum, for 17.56 miles.

\* All protected by sign boards.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage.      | Per cent.  |
|--|---------------|------------|
| Flour.....                                 | 806           | 2.03       |
| Grain.....                                 | 2,862         | 7.22       |
| Meats and provisions.....                  | 1,636         | 2.64       |
| Live stock.....                            | 8             | .....      |
| Cord wood.....                             | 2,330         | 5.88       |
| Lumber.....                                | 875           | 2.21       |
| Stone and sand.....                        | 3,975         | 10.02      |
| Coal and coke.....                         | 15,420        | 38.89      |
| Petroleum and other oils.....              | 143           | .36        |
| Manufactures.....                          | 2,678         | 6.75       |
| All other merchandise.....                 | 1,838         | 3.36       |
| All other agricultural products.....       | 754           | 1.90       |
| All other articles not included above..... | 7,433         | 18.74      |
| <b>Total.....</b>                          | <b>39,658</b> | <b>100</b> |

## EMPLOYEES.

|   |             |
|---|-------------|
| Average number of persons employed (including officials) during year... | 51          |
| Aggregate amount of salaries and wages paid them during year.....       | \$23,624 12 |

## Officers of the Company.

| Name.                | Title.               | Official Address.  |
|----------------------|----------------------|--------------------|
| PETER E. FARNUM..... | President.....       | Port Jervis, N. Y. |
| WADE BUCKLEY.....    | Vice-President.....  | Port Jervis, N. Y. |
| O. P. HOWELL.....    | Treasurer.....       | Port Jervis, N. Y. |
| BENJAMIN RYALL.....  | General Manager..... | Port Jervis, N. Y. |
| GEORGE M. WELLS..... | Auditor.....         | Port Jervis, N. Y. |

## Directors of the Company.

| Name.                    | Residence.         |
|--------------------------|--------------------|
| PETER E. FARNUM.....     | Port Jervis, N. Y. |
| WADE BUCKLEY.....        | Port Jervis, N. Y. |
| O. P. HOWELL.....        | Port Jervis, N. Y. |
| WILLIAM H. NEARPASS..... | Port Jervis, N. Y. |
| DR. SOL VAN ETTEN.....   | Port Jervis, N. Y. |
| C. E. CUDDERBACK.....    | Port Jervis, N. Y. |
| * CHARLES ST. JOHN.....  | Port Jervis, N. Y. |
| A. J. HARDENBURGH.....   | Brooklyn, N. Y.    |
| C. V. R. LUDDINGTON..... | Monticello, N. Y.  |
| C. G. BENNETT.....       | Wurtsboro, N. Y.   |
| WILLIAM NORRIS.....      | Godeffroy, N. Y.   |
| FRANCIS MARVIN.....      | Port Jervis, N. Y. |
| W. B. ROYCE.....         | Middletown, N. Y.  |

Title of company, Port Jervis, Monticello and New York Railroad Company.

General offices at Port Jervis, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address Benjamin Ryall, General Manager.

\* Deceased.

**PROSPECT PARK AND CONEY ISLAND.**

(Date of charter, October 9, 1874.)

For history of organization, etc., see Reports of 1885, 1886 and 1887.

**Capital Stock and Funded Debt.****CAPITAL STOCK AND INCOME BONDS.**

|   | COMMON.        |                  | Income bonds, total par value. |
|---|----------------|------------------|--------------------------------|
|   | No. of shares. | Total par value. |                                |
| Authorized by law or charter .....          | 5,000          | \$500,000        | .....                          |
| Reduced to.....                             | 2,500          | 250,000          | .....                          |
| Issued on account of construction .....     | 2,500          | \$250,000        | .....                          |
| *Income bonds not secured by mortgage ..... |                |                  | \$250,000                      |
| Total now outstanding .....                 | 2,500          | \$250,000        | \$250,000                      |

Grand total of common stock and income bonds now outstanding..... \$500,000  
 Number of stockholders..... 27

**FUNDED DEBT.**

| DESIGNATION OF LIEN.  | Date.        | Term, years. |       | INTEREST.     |  | Amount authorized | Amount outstanding. | Cash realized on amount outstanding. |
|---|--------------|--------------|-------|---------------|--|-------------------|---------------------|--------------------------------------|
|   |              |              | Rate. | When payable. |  |                   |                     |                                      |
| First mort. bonds..   | Oct. 1, 1874 | 20           | 7     | Jan. & July   |  | \$500,000         | \$500,000           | \$500,000                            |
| Second mort. bds..  | Feb. 1, 1880 | 40           | 6     | Feb. & Aug.   |  | 500,000           | 420,000             | 420,000                              |
| Third mort. bonds.  | Mar. 1, 1891 | 40           | 6     | Mar. & Sept.  |  | 200,000           | 96,000              | 96,000                               |
| Total .....   |              |              |       |               |  | \$1,200,000       | \$1,016,000         | \$1,016,000                          |
| Deduct amount of bond and mortgage of Atlantic Avenue Railroad Company of Brooklyn, proceeds of sale of horse-car franchise and property in said city. .... |              |              |       |               |  |                   | 420,000             |                                      |
| Net funded debt now outstanding.....  |              |              |       |               |  |                   | \$596,000           |                                      |

**Cost of Road and Equipment.**

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....              | .....  | \$16,375 91   |
| Bridges .....                                  | .....  | 19,815 32   |
| Superstructure (including ties) and rails..... | .....  | 106,867 --  |
| Loaded, land, buildings, fixtures, etc.....    | \$102,335 08   | 524.18  |
| Land damages .....                             | .....  | 23.66   |
| Engineering expenses.....                      | .....  | 1.28  |
| Purchase of constructed road.....              | .....  | 300.00  |
| Total cost of road.....                        | \$102,335 08   | \$991.81  |

\*Interest payable only out of the net earnings of each year after the payment of interest on prior bonded indebtedness, which interest is not cumulative; issued 1. 1880, for 40 years; interest, 6 per cent, payable May and November.



# PROSPECT PARK AND CONEY ISLAND.

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## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Locomotives.....                            | \$10,700 00  | \$57,101 57   |
| Passenger cars.....                         | 17,150 86  | 65,777 51   |
| Freight and other cars .....                |  | 6,448 68  |
| Total cost of equipment .....               | \$27,850 86  | \$129,327 56  |
| Grand total cost of road and equipment..... | \$130,185 89   | \$1,121,146 42  |

### • DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |
|--|--------------|
| Real estate: addition of strip at Fifth avenue and Thirty-sixth street, Brooklyn .....   | \$687 80     |
| New union depot at Fifth avenue and Thirty-sixth street: payments made on account of construction, in joint account with Brooklyn, Bath & West End R. R. Co. ....              | 45,654 60    |
| Roadbed: addition of Junction at Coney Island and new stone ballast....  | 472 97       |
| Locomotives: final payments on purchase of two new locomotives.....  | 10,700 00    |
| Passenger cars: final payments on purchase of twelve new open cars .....   | 17,150 86    |
| Buildings: new depot at Kensington, Coney Island annex, and sundry improvements to plaza walks at Coney Island .....   | 17,088 58    |
| Roadbed: on account of Thirty-ninth Street ferry extension .....   | 5,143 83     |
| Buildings: additions and improvements to electric-light plant .....  | 363 89       |
| Items of sundries on general balance sheet of 1890, which is an amount erroneously left out of cost of road and equipment, and has been charged to superstructure account..... | 31,926 16    |
| Total .....  | \$130,185 89 |

### Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$158,266 73 |
| Less operating expenses (excluding all taxes) ..... | 124,246 96   |
| Net earnings from operation .....                   | \$34,019 75  |
| <i>Income from other sources, as follows, viz.:</i> |              |
| Atlantic Avenue Railroad rent and interest .....    | 21,000 00    |
| Rents and privileges.....                           | 17,844 18    |
| Gross income from all sources .....                 | \$72,863 93  |

#### *Deductions from income, as follows, viz.:*

|  |             |
|--|-------------|
| Interest on funded debt due and accrued .....    | \$62,524 25 |
| Rentals.....                                     | 13,000 00   |
| Taxes on property used in operation of road..... | 1,276 50    |
| Taxes on earnings and capital stock.....         | 1,237 50    |
| Taxes other than above .....                     | 8 75        |
| Interest on floating debt .....                  | 7,945 06    |
|  | 85,992 06   |
| Deficit for year ending June 30, 1891 .....      | \$13,128 13 |

### General Income Account.

|   |             |
|---|-------------|
| Deficit for year ending June 30, 1891 ..... | \$13,128 13 |
| Deficit up to June 30, 1890 .....           | 77,843 85   |
| Total deficit June 30, 1891 .....           | \$90,471 98 |

### DETAILED STATEMENT OF RENTALS.

|   |             |
|---|-------------|
| New York and Coney Island Railroad, one year's rental of leased road, Coney Island depot to Coney Island Point.....     | \$10,000 00 |
| Prospect Park and South Brooklyn Railroad, one year's rental of leased road from Kensington Junction to city line ..... | 3,000 00    |
| Total amount of rentals deducted from income.....   | \$13,000 00 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                             | Passenger.   | Freight.   | Total.       |
|-----------------------------|--------------|------------|--------------|
| Freight, all local.....     |              | \$6,380 69 | \$6,380 69   |
| Passengers, all local ..... | \$151,886 04 |            | 151,886 04   |
| Total gross earnings.....   | \$151,886 04 | \$6,380 69 | \$158,266 73 |

## OPERATING EXPENSES.

|  |  |             |
|--|--|-------------|
| <i>Maintenance of way and structures :</i>                     |  |             |
| Repairs of track.....  |  | \$7,946 76  |
| Repairs of bridges (including culverts and cattle-guards)..... |  | 118 66      |
| Repairs of stations, shops, docks, etc.....                    |  | 2,164 97    |
| Repairs of fences.....   |  | 335 68      |
| Other expenses for maintenance of way and structures.....      |  | 1,278 73    |
| Total.....   |  | \$11,844 80 |

|  |  |             |
|--|--|-------------|
| <i>Maintenance of equipment :</i>                |  |             |
| Repairs of locomotives.....                      |  | \$5,632 21  |
| Repairs of cars.....                             |  | 4,036 26    |
| Repairs of machinery and tools.....              |  | 448 24      |
| Other expenses for maintenance of equipment..... |  | 613 34      |
| Total.....                                       |  | \$10,730 05 |

|   |  |             |
|---|--|-------------|
| <i>Conducting transportation :</i>            |  |             |
| Wages of conductors and men.....              |  | \$9,111 55  |
| Wages of engineers and firemen.....           |  | 10,643 15   |
| Fuel for locomotives.....                     |  | 16,125 49   |
| Oil and waste.....                            |  | 1,716 55    |
| Water supply.....                             |  | 486 72      |
| Other train supplies or expenses.....         |  | 305 88      |
| Wages of station agents and clerks.....       |  | 4,505 66    |
| Wages for labor at stations.....              |  | 11,160 68   |
| Station supplies.....                         |  | 2,300 97    |
| Wages of watchmen, flagmen and switchmen..... |  | 13,673 63   |
| Total.....                                    |  | \$70,027 26 |

|  |  |             |
|--|--|-------------|
| <i>General expenses :</i>                    |  |             |
| Salaries of general officers and clerks..... |  | \$15,406 15 |
| General office expenses and supplies.....    |  | 1,450 90    |
| Stationery and printing.....                 |  | 2,166 86    |
| Outside agencies and advertising.....        |  | 2,268 75    |
| Legal expenses.....                          |  | 3,184 85    |
| Insurance.....                               |  | 3,153 89    |
| Injuries to persons.....                     |  | 1,124 20    |
| Other general expenses.....                  |  | 2,898 25    |
| Total.....                                   |  | \$31,644 85 |

|                                     |  |              |
|-------------------------------------|--|--------------|
| Grand total operating expenses..... |  | \$124,246 98 |
|-------------------------------------|--|--------------|

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |             |              |
|---|-------------|--------------|
| Cost of road.....                                     |             | \$991,818 86 |
| Cost of road and equipment.....                       |             | 129,327 56   |
| <i>Other permanent investments, as follows, viz.:</i> |             |              |
| Stock of other companies.....                         |             | 420,000 00   |
| <i>Current assets, as follows, viz.:</i>              |             |              |
| Cash on hand.....                                     | \$16,561 65 |              |
| Open accounts.....                                    | 19,608 51   |              |
| Materials and supplies.....                           | 1,460 57    |              |
| Sundries.....   | 5,316 64    |              |
|   |             | 42,947 90    |
| Profit and loss (deficiency).....                     |             | 90,47        |
|   |             | \$1,674 56   |

## LIABILITIES.

|                    |           |
|--------------------|-----------|
| Capital stock..... | \$250,000 |
| Income bonds.....  | 250,000   |
| Funded debt.....   | 1,016,000 |

# PROSPECT PARK AND CONEY ISLAND.

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## Current liabilities, as follows, viz.:

|  |             |                       |
|--|-------------|-----------------------|
| Interest on funded debt due and accrued..... | \$30,270 00 |                       |
| Audited vouchers and pay rolls.....          | 3,815 49    |                       |
| Open accounts.....                           | 504 28      |                       |
| Loans and bills payable.....                 | 123,976 00  |                       |
|  |             | \$158,565 77          |
|  |             | <u>\$1,674,565 77</u> |

## Traffic and Mileage Statistics.

| ITEM.                                  | All local.     |
|--|----------------|
| Number of passengers carried.....      | 1,258,580      |
| Number of tons of freight carried..... | 6,066.5        |
| Passenger train mileage.....           | 203,273        |
| Freight train mileage.....             | 4,188          |
| All other train mileage.....           | 9,509          |
| Total train mileage.....               | <u>216,970</u> |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in New York State. | Miles leased, all in New York State. | Total miles all in New York State. |
|--|-------------------------------------|--------------------------------------|------------------------------------|
| Main line from Ninth avenue and Twentieth street, Brooklyn, to Coney Island Beach, single track..... | 5.87                                | .....                                | 5.87                               |
| Total of branches or other roads, single track.....  | .36                                 | 3.78                                 | 4.14                               |
| Total single track.....  | 6.23                                | 3.78                                 | 10.01                              |
| Second track on main line.....   | 5.33                                | .....                                | 5.33                               |
| Second track on branches.....  | .36                                 | 1.37                                 | 1.73                               |
| Total second track.....  | 5.69                                | 1.37                                 | 7.06                               |
| Sidings and turnouts on main line.....   | 6.74                                | .....                                | 6.74                               |
| Sidings and turnouts on branches or other roads.....   | .33                                 | 1.59                                 | 1.92                               |
| Total sidings and turnouts.....  | 7.07                                | 1.59                                 | 8.66                               |
| Grand total of tracks, siding and turnouts.....  | 18 99                               | 6.74                                 | 25.73                              |
| Laid with steel rail, main line.....   | 15.77                               | .....                                | 15.77                              |
| Laid with steel rail, branches or other roads.....   | 1.06                                | 5.53                                 | 6.58                               |
| Laid with iron rail, main line.....  | 2.17                                | .....                                | 2.17                               |
| Laid with iron rail, branches or other roads.....  | .....                               | 1.21                                 | 1.21                               |

Average life of rails — steel, 16 years, iron, 9 years; average life of ties, 6 years; weight of rails per yard — steel, 50 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken slate.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.                      | From                              | To  | Entire length in N. Y. State. | Owned or leased. | Miles of double track. | Miles laid with steel rail. |
|--|-----------------------------------|---|-------------------------------|------------------|------------------------|-----------------------------|
| Prospect Park and Coney Island Railroad..... | Brooklyn, Bath and West End R. R. | Fifth avenue, bet. Thirty-sixth and Thirty-seventh Sts. | .36                           | Owned.....       | .36                    | .36                         |
| Brooklyn and Coney Island Road.....          | Coney Island Dep't                | Coney Island Point                                      | 2.41                          | Leased.....      | .....                  | 2.41                        |
| Prospect Park and South Brooklyn.....        | Kensington Junc.                  | City Line.....  | 1.15                          | Leased.....      | 1.15                   | 1.15                        |
| Brooklyn, Bath and West End R. R. Route..... | City Line Junction                | Union Depot.....  | .22                           | Leased.....      | .22                    | .22                         |
|  | Parkville.....                    | Bay Ridge.....  | 3.50                          | Trackage.        | 3.50                   | 3.50                        |

## Description of Road and Equipment—(Continued).

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Wooden trestle ..... | 1                              | Feet.<br>2,043    |

| EQUIPMENT.                        | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....      | 9          | 2           | 11            | .....                 | 42,000                         | 10                              | .....                             |
| First-class passenger cars .....  | 42         | 14          | 56            | \$1,875               | 21,000                         | 56                              | 56                                |
| Baggage, mail and express cars... | 1          | .....       | 1             | 500                   | 20,000                         | 1                               | 1                                 |
| Total .....                       | 43         | 14          | 57            | .....                 | .....                          | 57                              | 57                                |
| Box freight car .....             | 1          | .....       | 1             | \$400                 | 24,000                         | .....                           | .....                             |
| Gondolas .....                    | 19         | .....       | 19            | 360                   | 14,000                         | .....                           | .....                             |
| Oaboose, 4-wheel car .....        | 1          | .....       | 1             | 800                   | 9,000                          | .....                           | .....                             |
| Service cars .....                | 2          | .....       | 2             | 300                   | 9,000                          | .....                           | .....                             |
| Total .....                       | 23         | .....       | 23            | .....                 | .....                          | .....                           | .....                             |

Passenger cars are equipped with Cowell patent coupler and spring buffer, and freight cars with McKeen automatic coupler.

The Brahm automatic needle and Lorenz switches are used in all main track connections.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles .....           | 10.9                        |
| Railroads crossing road at grade .....                         | 1                           |
| Railroads crossing road over or under grade .....              | 2                           |
| Highway crossings at grade without protection .....            | 4                           |
| Highway crossings at grade protected by gates or flagmen ..... | 20                          |

Passenger cars are heated by Spear and Baker heaters, lighted with kerosene oil and ventilated by sash ventilators.

The Pullman's Palace Car Company runs cars to the Brooklyn Jockey Club's track during spring and fall meetings; the extra charge being twenty-five cents for passage each way.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. |
|---|----------|
| Grain .....   | 394      |
| Meats and provisions .....  | —        |
| Lumber .....  | —        |
| Iron or other ores .....  | —        |
| Coal and coke .....   | —        |
| Petroleum and other oils .....  | —        |
| Shipments of manufactured goods received by railroad companies within this State from manufacturing within this State ..... | —        |
| All other merchandise .....   | —        |
| All other agricultural products .....   | —        |
| All other articles not included above, beer, ale, ice cream, milk, etc. ....  | 3.       |
| Total .....   | 6.1      |

# PROSPECT PARK AND CONEY ISLAND.

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## NUMBER OF ACCIDENTS.

Injured,

Passengers.....

2

## EMPLOYEES.

Average number of persons employed (including officials) during the year,

180

## Officers of the Company.

| Name.                  | Title.             | Official Address.                   |
|------------------------|--------------------|-------------------------------------|
| ANDREW R. CULVER.....  | President.....     | 4 and 5 Court sq., Brooklyn, N. Y.  |
| ALLAN C. WASHINGTON... | Treasurer.....     | 4 and 5 Court sq., Brooklyn, N. Y.  |
| HIRAM A. FARON.....    | Secretary.....     | 4 and 5 Court sq., Brooklyn, N. Y.  |
| ALBERT B. BIERCK.....  | Auditor.....       | 4 and 5 Court sq., Brooklyn, N. Y.  |
| RICHARD SCHERMERHORN.  | Engineer and Supt. | 9th av. & 20th st., Brooklyn, N. Y. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| ANDREW R. CULVER.....    | Brooklyn, N. Y. |
| ALLAN C. WASHINGTON..... | New York city.  |
| AUSTIN CORBIN.....       | New York city.  |
| SIDNEY WEBSTER.....      | New York city.  |
| FRANK C. NIEBUHR.....    | Brooklyn, N. Y. |
| THEODORE B. MOORE.....   | New York city.  |
| LYNDAKER STACEY.....     | Brooklyn, N. Y. |

Title of company, Prospect Park and Coney Island Railroad Company.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in September.

For information concerning this report, address Andrew R. Culver, President.

# PROSPECT PARK AND SOUTH BROOKLYN.

LESSOR.

LESSEE — PROSPECT PARK AND CONEY ISLAND.

(Date of charter, June 12, 1898.)

For history of organization, see Report of 1890.

## Capital Stock.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter, issued for actual cash and<br>now outstanding..... | 500            | \$50,000         |

Number of stockholders..... 10

## Cost of Road.

Total cost up to  
June 30, 1891.

|   |             |
|---|-------------|
| Structure (including ties), and rails ..... | \$31,950 82 |
| and land damages.....                       | 18,049 18   |
| Total cost of road .....                    | \$50,000 00 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

*Income from all sources, as follows, viz.:*

Rent from Prospect Park and Coney Island Railroad, under lease ..... \$3,000 00

*Payments from net income, as follows, viz.:*

Dividends declared, 6 per cent on \$50,000 common stock ..... 3,000 00

## General Balance Sheet June 30, 1891.

| ASSETS.            |             |
|--------------------|-------------|
| Cost of road.....  | \$50,000 00 |
| LIABILITIES.       |             |
| Capital stock..... | 50,000 00   |

## Officers of the Company.

| Name.                    | Title.          | Official Address.                        |
|--------------------------|-----------------|--|
| ANDREW R. CULVER.....    | President.....  | 4 and 5 Court square, Brooklyn, N. Y.    |
| ALLAN C. WASHINGTON..... | Treasurer.....  | 4 and 5 Court square, Brooklyn, N. Y.    |
| LYSANDER STACEY.....     | Secretary.....  | 4 and 5 Court square, Brooklyn, N. Y.    |
| ALBERT B. BIEBECK.....   | Auditor.....    | 4 and 5 Court square, Brooklyn, N. Y.    |
| R. SCHEERMEHORN.....     | Superintendent. | 9th avenue and 20th st., Brooklyn, N. Y. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| ANDREW R. CULVER.....    | Brooklyn, N. Y. |
| ALLAN C. WASHINGTON..... | New York city.  |
| THEODORE B. MOORE.....   | New York city.  |
| LYSANDER STACEY.....     | Brooklyn, N. Y. |
| R. SCHEERMEHORN.....     | Brooklyn, N. Y. |
| HIRAM A. FABON.....      | Brooklyn, N. Y. |
| ARTHUR D. HAMPTON.....   | Brooklyn, N. Y. |

Title of company, Prospect Park and South Brooklyn Railroad Company.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in September.

For information concerning this report, address Andrew R. Culver, President.

## RENSSELAER AND SARATOGA.

## LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 14, 1882.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                     | Cash real<br>on amou<br>outstand |
|---|----------------|---------------------|----------------------------------|
|   | No. of shares. | Total<br>par value. |                                  |
| Authorized by law or charter.....           | 100,000        | \$10,000,000        | .....                            |
| Issued for actual cash and now outstanding: | 94,800         | \$9,480,000         | \$9,480                          |

Number of stockholders .....

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.     | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|-----------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |           |              | Date.     | When payable. |                    |                     |                                      |
| First mortgage....   | May, 1871 | 50           | p.c.<br>7 | May & Nov.    | \$2,000,000        | \$2,000,000         | \$2,000,000                          |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....          | \$178,291 52   | \$3,062,387 59  |
| Bridges.....                                | 133,610 01   | 296,813 73  |
| Superstructure (including ties).....        | 121,408 51   | 2,451,327 66  |
| Ballast.....                                | 165,652 05   | 311,146 67  |
| Land.....                                   | 5,386 25   | 83,286 06   |
| Land damages.....                           | 1,274 80   | 1,069,160 77  |
| Fences.....                                 | .....  | 4,177 43  |
| Passenger and freight stations.....         | 10,123 76  | 418,064 27  |
| Engine and car-houses.....                  | 3,000 00   | 473,776 88  |
| Shops, machinery and tools.....             | 19,335 69  | 21,954 21   |
| Fuel and water stations.....                | 4,701 82   | 16,323 66   |
| Engineering expenses.....                   | 2,868 84   | 220,445 12  |
| Telegraph line.....                         | 1,932 34   | 20,452 34   |
| Total cost of road .....                    | \$648,185 09   | \$9,049,836 39  |
| EQUIPMENT.                                  |  |   |
| Locomotives.....                            | .....  | \$427,750 00  |
| Passenger cars.....                         | .....  | 219,200 01  |
| Mail, baggage and express cars.....         | .....  | 3,500 00  |
| Freight and other cars.....                 | .....  | 697,294 00  |
| Total cost of equipment. ....               | .....  | \$1,347,744 01  |
| Grand total cost of road and equipment..... | \$648,185 09   | \$10,397,580 40                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |
|--|--------------|
| Grading for second track .....   | \$184,897 06 |
| Grading for side tracks.....   | 18,467 09    |
| Bridge masonry.....  | 24,552 52    |
| Changing line, Caldwell branch.....  | 4,849 85     |
| New dock 14-mile island.....   | 525 00       |
| Additions to bridges for second track and substituting iron for timber ... | 133,610 01   |
| Second track.....  | 102,994 86   |
| Side tracks.....   | 16,790 15    |
| Bridges.....   | 1,623 50     |
| is laid in second track.....   | 155,113 58   |
| is laid in side tracks.....  | 10,538 47    |
| r track to United States Arsenal, West Troy .....                          | 236 25       |
| d tracks at Mechanicville.....   | 3,000 00     |
| e tracks near South Ballston .....   | 150 00       |
| shrine shop at Whitehall.....  | 2,600 00     |
| right of way for second track.....   | 1,274 80     |
| pletion passenger depot, West Troy.....                                    | 118 02       |
| pletion passenger depot, Green Island.....                                 | 3,006 74     |
| ing dock at Caldwell.....  | 7,000 00     |
| ing trestle Mohawk, Schenectady.....                                       | 3,727 68     |
| er station, Ganessvoort.....   | 513 89       |
| er station, Fort Edward.....   | 460 25       |
| smith shop at Whitehall.....   | 3,820 80     |

|   |             |
|---|-------------|
| Machine shop at Whitehall.....                  | \$15,515 39 |
| Turn table, Mechanicville.....                  | 3,000 00    |
| Telegraph line, Mechanicville to Whitehall..... | 1,932 34    |
| Salaries of engineers and expenses.....         | 2,868 34    |

|             |              |
|-------------|--------------|
| Total ..... | \$648,185 09 |
|-------------|--------------|

**Income Account for Year Ending June 30, 1891.**

|   |            |
|---|------------|
| Interest.....   | \$1,680 00 |
| From Delaware and Hudson Car Company, to maintain organization..... | 1,000 00   |
| From Albany and Vermont Railroad Company, as per agreement.....     | 800 00     |

|                                 |            |
|---------------------------------|------------|
| * Income from all sources ..... | \$3,480 00 |
|---------------------------------|------------|

*Payments from net income, as follows, viz.:*

|                                       |            |
|---------------------------------------|------------|
| Salaries.....                         | \$1,300 00 |
| Interest on mortgage.....             | 62 90      |
| Law expenses and sundry expenses..... | 923 41     |
|                                       | 2,286 31   |

|  |            |
|--|------------|
| Surplus for the year ending June 30, 1891..... | \$1,193 69 |
|--|------------|

**General Income Account.**

|   |            |
|---|------------|
| Surplus for year ending June 30, 1891 ..... | \$1,193 69 |
| Surplus up to June 30, 1890.....            | 57,357 12  |

|                                   |             |
|-----------------------------------|-------------|
| Total surplus June 30, 1890 ..... | \$58,550 81 |
|-----------------------------------|-------------|

**General Balance Sheet June 30, 1891.****ASSETS.**

|                        |                |
|------------------------|----------------|
| Cost of road.....      | \$9,049,836 39 |
| Cost of equipment..... | 1,347,744 01   |

*Other permanent investments, as follows, viz.:*

|  |            |
|--|------------|
| Glens Falls Railroad.....  | 456,431 35 |
| Salem and Rutland Railroad.....  | 150,632 11 |
| Troy Union Railroad.....   | 125,000 00 |
| Ownership in Champlain Transportation Company's boats purchased by<br>Rensselaer and Saratoga Railroad Co..... | 350,447 87 |

*Current assets, as follows, viz.:*

|               |                 |
|---------------|-----------------|
| Sundries..... | 58,550 81       |
|               | \$11,538,642 54 |

**LIABILITIES.**

|  |                |
|--|----------------|
| Capital stock.....                         | \$9,480,000 00 |
| Funded debt.....                           | 2,000,000 00   |
| Due Delaware and Hudson Canal Company..... | 91 73          |
| Profit and loss (surplus).....             | 58,550 81      |

|  |                 |
|--|-----------------|
|  | \$11,538,642 54 |
|--|-----------------|

**Officers of the Company.**

| Name.                 | Title.                       | Official Address |
|-----------------------|------------------------------|------------------|
| GEORGE H. CRAMER..... | President.....               | Troy, N. Y.      |
| JOHN H. NRHER.....    | Secretary and Treasurer..... | Troy, N. Y.      |

**Directors of the Company.**

| Name.                      | Residence.           |
|----------------------------|----------------------|
| GEORGE H. CRAMER.....      | Troy, N. Y.          |
| JOS. M. WARREN.....        | Troy, N. Y.          |
| GEO. B. WARREN.....        | Troy, N. Y.          |
| CHAS. W. TILLINGHAUST..... | Troy, N. Y.          |
| WM. H. DOUGHERTY.....      | Troy, N. Y.          |
| C. E. DUDLEY TIBBITTS..... | Troy, N. Y.          |
| JAMES A. EDDY.....         | Troy, N. Y.          |
| NORMAN B. SQUIRES.....     | Troy, N. Y.          |
| EDWARD C. GALE.....        | Troy, N. Y.          |
| LE GRAND C. CRAMER.....    | Troy, N. Y.          |
| CHAS. B. RUSSELL.....      | Troy, N. Y.          |
| ISAAC V. BAKER.....        | Comstock's, N. Y.    |
| JOHN HOBART WARREN.....    | Hoosick Falls, N. Y. |

\* For rentals received by this company, see report of Rensselaer and Saratoga lessee.—R. R. Commissioners.



Title of company, Rensselaer and Saratoga Railroad Company.  
General offices at Troy, N. Y.  
Date of close of fiscal year, June 30.  
Date of stockholders' annual meeting, first Monday in June.  
For information concerning this report, address Geo. H. Cramer, President.

RENSSELAER AND SARATOGA.

LESSEE.

Cost of Equipment.

|                                     | Additions or betterments by lessee during year ending June 30, 1891. | Lessee's total cost of equipment up to June 30, 1891. |
|-------------------------------------|--|---|
| Locomotives.....                    | \$163,100 89   | \$620,517 72  |
| Passenger cars.....                 | 20,750 00  | 887,714 23  |
| Mail, baggage and express cars..... | 7,309 47   | 26,703 44   |
| Freight and other cars.....         | 617,124 53   | 1,199,109 30  |
| Total cost of equipment.....        | \$908,284 89   | \$2,234,044 69  |

DETAILS OF ADDITIONS OR BETTERMENTS BY LESSEE DURING THE YEAR.

|   |              |              |
|---|--------------|--------------|
| Three new switching locomotives.....  | \$29,550 00  |              |
| Ten new mogul freight locomotives.....  | 96,750 00    |              |
| Headlight and fixtures for locomotives.....   | 1,623 19     |              |
| Air brakes for locomotives and applying same.....   | 6,847 44     |              |
| Extras on ten freight locomotives.....  | 792 00       |              |
| Four new mogul passenger locomotives.....   | 42,000 00    |              |
| Extras on four new passenger locomotives.....   | 2,700 00     |              |
|   | \$171,262 63 |              |
| Deduct one locomotive and tender transferred to Albany and Susquehanna Railroad.....        | \$8,000 00   |              |
| Depreciation on locomotives during year.....  | 161 74       |              |
|   | 8,161 74     | \$163,100 89 |
| Six new passenger coaches.....  | \$22,500 00  |              |
| Less depreciation during 1890.....  | 1,750 00     |              |
|   |              | 20,750 00    |
| Three first-class baggage and mail cars, complete.....                                      | \$7,311 21   |              |
| Deduct for depreciation during 1890.....  | 1 74         |              |
|   |              | 7,309 47     |
| One thousand new eight-wheel hopper-bottom gondola cars..                                   | \$453,514 00 |              |
| Seven hundred and fifty-eight standard couplers for gondola cars and fixtures for same..... | 9,762 72     |              |
| Cost of inspection of cars and axles.....   | 262 87       |              |
| Two hundred and fifty new thirty-four-foot box cars.....                                    | 145,075 00   |              |
| Springs for box cars.....   | 1,223 38     |              |
| Cost of inspection of box cars.....   | 68 37        |              |
| Fourteen new caboose cars.....  | 7,221 89     |              |
|   | \$617,128 28 |              |
| Deduct for depreciation on freight and other cars.....                                      | 3 70         |              |
|   |              | 617,124 53   |
|   |              | \$908,284 89 |

Income Account for Year Ending June 30, 1891.

|   |                |
|---|----------------|
| Net earnings from operation.....              | \$2,565,511 87 |
| Operating expenses (excluding all taxes)..... | 1,608,316 29   |
| Net earnings from operation.....              | \$957,195 58   |

|  |                     |
|--|---------------------|
| <i>Income from other sources as follows, viz.:</i>         |                     |
| Dividend on Champlain Transportation Company's stock ..... | \$6,681 50          |
| Gross income from all sources .....                        | \$963,877 08        |
| <i>Deductions from income, as follows, viz.:</i>           |                     |
| Rentals .....  | \$998,450 62        |
| Taxes on property used in operation of road .....          | 78,605 31           |
| Taxes on earnings and capital stock .....                  | 25,436 59           |
| Taxes other than above .....                               | 602 07              |
|  | <u>1,100,093 62</u> |
| Deficit for year ending June 30, 1891 .....                | <u>\$136,216 54</u> |

## General Income Account.

|   |                     |
|---|---------------------|
| Deficit for year ending June 30, 1891 ..... | \$136,216 54        |
| Deficit up to June 30, 1890 .....           | 395,301 08          |
| Total deficit June 30, 1891 .....           | <u>\$531,517 57</u> |

## DETAILED STATEMENT OF RENTALS.

|  |              |
|--|--------------|
| Dividend on stock .....  | \$732,476 00 |
| Interest on bonds .....  | 140,000 00   |
| Maintaining organization .....                                   | 1,000 00     |
| Interest on equipment of Delaware and Hudson Canal Company ..... | 51,776 81    |
| <i>Sub-leases:</i>   |              |
| Albany and Vermont Railroad Company .....                        | 20,000 00    |
| New York Central and Hudson River Railroad Company .....         | 2,500 00     |
| Saratoga and Schenectady Railroad Company .....                  | 21,750 00    |
| Rutland and Whitehall Railroad Company .....                     | 15,492 00    |
| Green Island lots .....  | 455 81       |

|  |                     |
|--|---------------------|
| Total amount of rentals deducted from income ..... | <u>\$998,450 62</u> |
|--|---------------------|

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.          | Freight.              | Total.                |
|---|---------------------|-----------------------|-----------------------|
| Freight, through .....                  | \$309,749 66        |                       |                       |
| Freight, local .....                    | 1,263,030 85        |                       |                       |
|   |                     | \$1,572,780 51        | \$1,572,780 51        |
| Passengers, through .....               | \$113,287 81        |                       |                       |
| Passengers, local .....                 | 728,183 06          |                       |                       |
|   | \$841,450 87        |                       | 841,450 87            |
| Mail .....                              | 24,821 20           |                       | 24,821 20             |
| Extra baggage .....                     | 5,505 32            |                       | 5,505 32              |
| Express .....                           | 58,116 09           |                       | 58,116 09             |
| Newspaper and baggage express .....     | 3,039 92            |                       | 3,039 92              |
| <i>Miscellaneous, as follows, etc.:</i> |                     |                       |                       |
| Telegraph .....                         | \$4,478 73          |                       |                       |
| Rents .....                             | 12,058 78           |                       |                       |
| Troy toll bridge .....                  | 42,765 46           |                       |                       |
| Locomotive service .....                | 499 99              |                       |                       |
|   | 27,826 03           | 31,971 93             | 59,797 96             |
| Total gross earnings .....              | <u>\$960,759 43</u> | <u>\$1,604,752 44</u> | <u>\$2,565,511 87</u> |

## OPERATING EXPENSES.

|   |                     |                     |               |
|---|---------------------|---------------------|---------------|
| <i>Maintenance of way and structures:</i>                       |                     |                     |               |
| Repairs of track .....  | \$39,335 06         | \$106,216 26        | \$174,551 32  |
| Repairs of roadbed .....  | 5,113 86            | 7,696 34            | 13,009 20     |
| Repairs of bridges (including culverts and cattle-guards) ..... | 5,273 69            | 8,327 76            | 13,601 45     |
| Repairs of stations, shops, docks, etc. ....                    | 11,615 81           | 19,955 74           | 31,571 55     |
| Repairs of fences .....   | 3,760 41            | 5,692 80            | 9,453 21      |
| Other expenses for maintenance of way and structures .....      | 12,525 53           | 19,594 00           | 32,1          |
| Total .....   | <u>\$107,621 36</u> | <u>\$166,681 90</u> | <u>\$274,</u> |
| <i>Maintenance of equipment:</i>                                |                     |                     |               |
| Repairs of locomotives .....                                    | \$22,924 86         | \$34,973 95         | \$57,         |
| Repairs of cars .....   | 42,363 54           | 78,461 70           | 120,8         |
| Repairs of machinery and tools .....                            | 3,168 52            | 4,979 83            | 8,1           |
| Other expenses for maintenance of equipment .....               | 14,075 79           | 22,241 06           | 36,3          |
| Total .....   | <u>82,522 21</u>    | <u>\$140,656 54</u> | <u>\$223,</u> |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.          | Freight.              | Total.                |
|--|---------------------|-----------------------|-----------------------|
| <i>Conducting transportation:</i>                        |                     |                       |                       |
| Wages of conductors and men .....                        | \$47,074 91         | \$105,959 12          | \$153,044 03          |
| Wages of engineers and firemen .....                     | 60,117 50           | 94,455 32             | 154,572 82            |
| Fuel for locomotives .....                               | 112,180 23          | 178,152 66            | 290,332 89            |
| Oil and waste .....                                      | 10,943 19           | 16,168 10             | 27,111 29             |
| Water supply .....                                       | 2,736 16            | 4,283 31              | 6,989 47              |
| Other train supplies or expenses .....                   | 8,046 64            | 11,536 30             | 19,582 94             |
| Wages of station agents and clerks .....                 | 16,842 69           | 51,140 79             | 67,983 48             |
| Wages for labor at stations .....                        | 20,237 54           | 91,510 40             | 111,747 94            |
| Station supplies .....                                   | 10,527 12           | 5,592 19              | 16,119 31             |
| Wages of watchmen, flagmen and switchmen .....           | 32,549 65           | 28,332 32             | 60,881 97             |
| Other expenses for conducting transportation .....       | 7,226 19            | 25,230 11             | 32,456 30             |
| <b>Total .....</b>                                       | <b>\$328,481 82</b> | <b>\$612,340 62</b>   | <b>\$940,822 44</b>   |
| <i>General expenses:</i>                                 |                     |                       |                       |
| Salaries of general officers and clerks .....            | \$11,404 41         | \$25,851 31           | \$37,255 72           |
| General office expenses and supplies .....               | 2,330 74            | 4,775 93              | 7,106 67              |
| Stationery and printing .....                            | 4,980 09            | 6,832 11              | 11,812 20             |
| Outside agencies and advertising .....                   | 6,779 94            | 1,383 41              | 8,163 35              |
| Legal expenses .....                                     | 1,998 48            | 2,392 06              | 4,390 54              |
| Loss and damage to freight and baggage ..                | 7,826 01            | 4,878 85              | 12,704 86             |
| Damage to cattle and property .....                      | 815 78              | 1,124 63              | 1,940 41              |
| Injuries to persons .....                                | 18,197 52           | 1,457 98              | 19,655 50             |
| Telegraph maintenance and operation .....                | 3,763 26            | 25,492 86             | 34,256 12             |
| Mileage of cars of other companies (debit balance) ..... | 12,092 29           | 6,699 37              | 18,791 66             |
| Other general expenses .....                             | 5,242 99            | 8,691 82              | 13,934 81             |
| <b>Total .....</b>                                       | <b>\$30,431 51</b>  | <b>\$39,580 33</b>    | <b>\$170,011 84</b>   |
| <b>Grand total operating expenses .....</b>              | <b>\$599,056 90</b> | <b>\$1,009,259 39</b> | <b>\$1,608,316 29</b> |

## Traffic and Mileage Statistics.

| ITEM.  | Through.     | Local.       | Total.           |
|--|--------------|--------------|------------------|
| Number of passengers carried .....               | 90,244       | 2,075,391    | 2,165,635        |
| Number of passengers carried one mile .....      | 4,204,029    | 30,796,164   | 35,000,193       |
| Number of tons of freight carried .....          | 699,111      | 1,643,980    | 2,343,091        |
| Number of tons of freight carried one mile ..... | 36,908,486   | 80,432,293   | 117,340,779      |
| Passenger train mileage .....                    | .....        | .....        | 784,060          |
| Freight train mileage .....                      | .....        | .....        | 580,511          |
| All other train mileage .....                    | .....        | .....        | 31,642           |
| <b>Total train mileage .....</b>                 | <b>.....</b> | <b>.....</b> | <b>1,396,213</b> |

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including rail, express and miscellaneous earnings) ..... | \$960,759 43 | \$599,056 90 | \$361,702 53 |
| Rate per passenger carried .....   | 44           | 27           | 17           |
| Rate per passenger per mile .....  | 02745        | 01712        | 01033        |
| Rate per passenger train per mile .....  | 1 22         | 76           | 46           |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 1,604,752 44 | 1,009,259 39 | 595,493 05   |
| Rate per ton of freight carried .....  | 68           | 43           | 25           |
| Rate per ton of freight per mile .....   | 01367        | 00986        | 00381        |
| Rate per freight train per mile .....  | 2 76         | 1 74         | 1 02         |

## Traffic and Mileage Statistics — (Continued).

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.        | Through.        | Local.          | Through<br>and local. |
|--|-----------------|-----------------|-----------------------|
| Average rate received per mile for carrying pas-<br>sengers, all classes.....      | Cents.<br>2.894 | Cents.<br>2.362 | Cents.<br>2.404       |
| Average rate received per mile per ton for carry-<br>ing freight, all classes..... | .839            | 1.57            | 1.34                  |

## Description of Road and Equipment.

| TRACK.   | MILES LEASED.             |                |
|--|---------------------------|----------------|
|  | Length in<br>N. Y. State. | Entire length. |
| Main line from Albany to Lake Champlain, single track..... | 79.14                     | 79.14          |
| Branches or other roads, single track.....                 | 76.01                     | 112.66         |
| Total single track.....                                    | 155.15                    | 191.80         |
| Second track on main line.....                             | 44.27                     | 44.27          |
| Second track on branches or other roads.....               | 6.09                      | 6.09           |
| Total second track.....                                    | 50.36                     | 50.36          |
| Sidings and turnouts on main line.....                     | 44.48                     | 44.48          |
| Sidings and turnouts on branches or other roads.....       | 39.54                     | 51.59          |
| Total sidings and turnouts.....                            | 84.02                     | 96.07          |
| Grand total of tracks, sidings and turnouts.....           | 289.53                    | 338.23         |
| Laid with steel rail, main line.....                       | 123.41                    | 123.41         |
| Laid with steel rail, branches or other roads.....         | 82.10                     | 118.75         |
| Laid with iron rail, main line.....                        | 44.48                     | 44.48          |
| Laid with iron rail, branches or other roads.....          | 39.54                     | 51.59          |

Average life of rails — steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 80 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR<br>ROAD. | From              | To                | Length in New<br>York State. | Entire length. | Owned or<br>leased. | Miles of double<br>track. | Miles laid with<br>steel rail. |
|----------------------------|-------------------|-------------------|------------------------------|----------------|---------------------|---------------------------|--------------------------------|
| West Troy and Green Island | West Troy.....    | Green Island..... | 1.08                         | 1.08           | Leased.             | 1.08                      | 2.14                           |
| Rensselaer and Saratoga... | Troy.....         | Waterford Junc.   | 5.59                         | 5.59           | Leased.             | .43                       | 6.02                           |
| Saratoga and Schoenectady. | Schoenectady..... | Balleton.....     | 14.97                        | 14.97          | Leased.             | 4.60                      |                                |
| Glens Falls.....           | Fort Edward.....  | Caldwell.....     | 15.12                        | 15.12          | Leased.             |                           |                                |
| Saratoga and Whitehall.... | Whitehall.....    | State line.....   | 6.63                         | 6.63           | Leased.             |                           |                                |
| Rutland and Whitehall..... | State line.....   | Castleton.....    | 6.83                         | 6.83           | Leased.             |                           |                                |
| Rutland and Washington..   | Eagle Bridge..... | Rutland.....      | 32.42                        | 62.44          | Leased.             |                           |                                |

## Description of Road and Equipment — (Continued).

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 72                 | 9,864             | 95           | 11,335            |
| Wooden bridges.....  | 7                  | 1,005             | 9            | 1,183             |
| Wooden trestles..... | 6                  | 4,347             | 6            | 4,347             |
| Total.....           | 85                 | 15,216            | 110          | 16,865            |

| EQUIPMENT.                          | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 6 drivers...           | 50         | 2           | 52            | \$9,163 50            | { 188,000                      | 20                             | 42                              | .....                             |
| Locomotives, 4 drivers...           | 11         | 42          | 53            |                       | { 150,100                      | 20                             | 53                              | .....                             |
| Total .....                         | 61         | 44          | 105           | .....                 | .....                          | .....                          | 95                              | .....                             |
| First-class passenger cars.....     | 67         | 52          | 119           | \$4,590 00            | 37,500                         | 15                             | 119                             | 119                               |
| Second-class passenger cars.....    | 8          | .....       | 8             | 2,500 00              | .....                          | 15                             | 8                               | 8                                 |
| Baggage, mail and express cars..... | 19         | 19          | 38            | 1,722 00              | 33,000                         | 15                             | 38                              | 38                                |
| Total .....                         | 94         | 71          | 165           | .....                 | .....                          | .....                          | 165                             | 165                               |
| Box freight cars.....               | 628        | 471         | 1,099         | \$616 00              | 29,400                         | 10                             | .....                           | 250                               |
| Stock freight cars.....             | 5          | .....       | 5             | 625 00                | 20,000                         | 10                             | .....                           | .....                             |
| Coal freight cars.....              | 1,239      | 249         | 1,488         | 516 50                | 24,500                         | 10                             | .....                           | 1,000                             |
| Flat freight cars.....              | 228        | 232         | 460           | 625 00                | 15,000                         | 10                             | .....                           | 10                                |
| Caboose, 4-wheel cars.....          | 14         | 20          | 34            | 477 12                | 10,000                         | 10                             | .....                           | .....                             |
| Caboose, 8-wheel cars.....          | 2          | 2           | 4             | 475 00                | 21,000                         | 10                             | .....                           | .....                             |
| Service cars.....                   | 10         | 3           | 13            | 765 00                | .....                          | 10                             | 1                               | 1                                 |
| Total .....                         | 2,126      | 977         | 3,103         | .....                 | .....                          | .....                          | 1                               | 1,261                             |

The Westinghouse automatic air brake and Miller coupler are in use on passenger cars.

About four-fifths of the road equipped with the automatic safety switch; the remainder has the ordinary stub switch.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Telegraph owned and operated by company, miles.....                       | 348.39          | 385.04       |
| Total assessed value of real estate and personal property of company..... | \$4,001,887 00  | .....        |
| Length of steel rails laid during year in repairs, miles.....             | 15.89           | 18.74        |
| Length of iron rails laid during year in repairs, miles.....              | 1.89            | 2.16         |
| Highways crossing road at grade.....                                      | 3               | 3            |
| Highways crossing road over or under grade.....                           | 4               | 4            |
| Highway crossings at grade without protection.....                        | 169             | 212          |
| Highway crossings at grade protected by gates or flagmen.....             | 51              | 51           |
| Highway crossings over or under grade.....                                | 20              | 20           |
| Overhead obstructions less than twenty feet above track.....              | 8               | 9            |

Passenger cars are heated by the Consolidated Car-heating Company's system, lighted with mineral seal oil, 300° test, and ventilated by Creamer and globe ventilators in transoms and elevated roof.

The National Express Company runs over this road, paying for local freight 1½ first-class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., ½ first-class; between other competing points first-class, also 10 per cent of its profits.

Wagner Palace Car Company runs its cars over this road and is paid three cents per mile run for sleeping cars and one cent a mile for drawing room cars. The railroad company lubricates and cleans outside of cars. The Pullman's Palace Car Company also runs its cars on this road, receiving three cents per mile run. No additional charge made by the railroad company.

The Wagner Palace Car Company received during the year, \$5,705.38, and the Pullman's Palace Car Company was paid \$179.52; total, \$5,884.90.

Mails are transported for the compensation fixed by the government.

#### DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour .....  | 25,468    | 1.09      |
| Grain .....  | 50,098    | 2.14      |
| Meats and provisions .....   | 28,401    | 1.21      |
| Live stock .....   | 6,137     | .26       |
| Lumber .....   | 147,853   | 6.81      |
| Pig and bar iron and steel .....   | 95,995    | 4.1       |
| Iron or other ores .....   | 335,491   | 14.32     |
| Coal and coke .....  | 790,482   | 33.73     |
| Petroleum and other oils .....   | 18,751    | .8        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. | 193,800   | 8.27      |
| All other manufactures .....   | 75,402    | 3.22      |
| All other merchandise .....  | 33,183    | 1.43      |
| All other agricultural products .....  | 73,584    | 3.14      |
| All other articles not included above .....  | 458,436   | 19.99     |
| Total .....  | 2,348,091 | 100       |

#### NUMBER OF ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 5        | .....   | 5      |
| Employees .....  | 45       | 8       | 53     |
| Others .....     | 20       | 11      | 31     |
| Total .....      | 70       | 19      | 89     |

#### EMPLOYEES.

Average number of persons employed (including officials) during year..... 2,274  
 Aggregate amount of salaries and wages paid them during year..... \$1,206,669 09

For list of officers and directors of lessee company, see lessee's report of Albany and Susquehanna Railroad Company.

Title of lessee company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address R. A. Henry, Auditor, New York city.

ROCHESTER AND GENESEE VALLEY.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, June 7, 1851.)

Capital Stock.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter .....                | 8,000          | \$800,000        |
| Issued for actual cash, and now outstanding ..... | 5,552          | 555,200          |

Number of stockholders..... 54

Income Account for Year Ending June 30, 1891.

|   |                    |
|---|--------------------|
| <i>Net income from all sources, as follows, viz.:</i>   |                    |
| Rental received from lessee .....                       | \$34,012 00        |
| <i>Payments from net income, as follows, viz.:</i>      |                    |
| Dividends, six per cent on \$555,200 common stock ..... | \$33,312 00        |
| Maintaining organization .....                          | 700 00             |
|   | <u>\$34,012 00</u> |

General Balance Sheet June 30, 1891.

| ASSETS.                                      |                     |
|--|---------------------|
| Value of road.....                           | \$555,200 00        |
| <i>Current assets, as follows, viz.:</i>     |                     |
| Cash on hand.....                            | 355 14              |
|  | <u>\$555,555 14</u> |
| LIABILITIES.                                 |                     |
| Capital stock.....                           | \$555,200 00        |
| <i>Current liabilities as follows, viz.:</i> |                     |
| Open accounts.....                           | 20 00               |
| Profit and loss (surplus).....               | 335 14              |
|  | <u>\$555,555 14</u> |

Officers of the Company.

| Name.                 | Title.                       | Official Address. |
|-----------------------|------------------------------|-------------------|
| JAMES BRACKETT.....   | President.....               | Rochester, N. Y.  |
| DANIEL W. POWERS..... | Vice-President.....          | Rochester, N. Y.  |
| JOSIAH ANSTICE.....   | Secretary and Treasurer..... | Rochester, N. Y.  |

Directors of the Company.

| Name.                  | Residence.       |
|------------------------|------------------|
| JAMES BRACKETT.....    | Rochester, N. Y. |
| M. F. REYNOLDS.....    | Rochester, N. Y. |
| S. J. MACY.....        | Rochester, N. Y. |
| JOSIAH ANSTICE.....    | Rochester, N. Y. |
| HAYWOOD HAWKS.....     | Rochester, N. Y. |
| E. FRANK BREWSTER..... | Rochester, N. Y. |
| HENRY O. BREWSTER..... | Rochester, N. Y. |
| PHOS. McMILLAN.....    | Rochester, N. Y. |
| DAVID HAYS.....        | Rochester, N. Y. |
| C. H. BABCOCK.....     | Rochester, N. Y. |
| D. W. POWERS.....      | Rochester, N. Y. |
| L. D. McALPINE.....    | Rochester, N. Y. |
| HILMAN H. PERKINS..... | Rochester, N. Y. |

le of company, Rochester and Genesee Valley Railroad.

eral offices at Rochester, N. Y.

le of close of fiscal year, June 1.

le of stockholders' annual meeting, second Thursday in June.

information concerning this report, address Josiah Anstice, Secretary.

## ROCHESTER AND GLEN HAVEN.

(Date of charter, December 2, 1887.)

For history of organization, see Report of 1890. Since June 30, 1890, the road has been fully completed and the total cost of the same will appear in the quarterly report for September 30, 1891.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter .....         | 2,000          | \$200,000        | .....                                |
| Issued for actual cash and now outstanding | 969            | 96,900           | \$96,900                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
|                      |              |              | P. C.     |               |                    |                     |                                      |
| First mortgage...    | Mar. 1, 1889 | 5-20         | 6         | Mar. & Sept.  | \$60,000           | \$60,000            | \$60,000                             |
| Second mortgage.     | Mar. 1, 1890 | 4-20         | 6         | Mar. & Sept.  | 40,000             | 40,000              | 36,000                               |
| Total .....          | .....        | ...          | ....      | .....         | \$100,000          | \$100,000           | \$96,000                             |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast.....                  | \$3,879 96   | \$3,879 96  |
| Bridges .....                                      |  | 532 60  |
| Superstructure (including ties).....               |  | 11,999 92   |
| Rails .....  |  | 11,608 87   |
| Land and land damages.....                         | 444 37   | 43,046 60   |
| Fences .....                                       | 83 72  | 8,008 27  |
| Passenger and freight stations .....               | 977 72   | 24,256 30   |
| Engine and car-houses .....                        | 122 42   | 2,572 07  |
| Shops, machinery and tools.....                    | 325 42   | 371 26  |
| Fuel and water stations .....                      |  | 7   |
| Engineering expenses.....                          |  | 1.4   |
| Interest and discount charged to construction..... |  | 9.9   |
| Road built by contract.....                        |  | 41.2  |
| Telephone line .....                               |  | 3   |
| Wharfing .....                                     |  | 8.2   |
| Legal expenses.....                                | 2,234 00   | 3.8   |
| Electric-light plant.....                          | 183 38   | 8.3   |
| Furniture and fixtures .....                       |  | 1.7   |
| Total cost of road.....                            | \$8,200 99   | \$172   |



Cost of Road and Equipment — (Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Locomotives.....                            | \$1,210 89   | \$8,414 24  |
| Passenger cars.....                         | 407 52   | 10,102 26   |
| Freight and other cars.....                 |  | 1,162 01  |
| Total cost of equipment.....                | \$1,618 41   | \$19,678 51   |
| Grand total cost of road and equipment..... | \$9,819 40   | \$191,931 48  |

Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                 | \$10,363 64 |
| Less operating expenses (excluding all taxes)..... | 7,938 55    |
| Net earnings from operation.....                   | \$2,425 09  |
| Income from other sources, as follows, viz.:       |             |
| Rents.....   | 688 83      |
| Gross income from all sources.....                 | \$3,113 92  |
| Deductions from income, as follows, viz.:          |             |
| Interest on funded debt due and accrued.....       | \$5,047 00  |
| Taxes on property used in operation of road.....   | 641 03      |
| Taxes on earnings and capital stock.....           | 73 30       |
| Insurance.....                                     | 511 50      |
|  | 6,272 83    |
| Deficit for year ending June 30, 1891.....         | \$3,158 91  |

General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$3,158 91 |
| Deficit up to June 30, 1890.....           | 5,929 94   |
| Total deficit June 30, 1891.....           | \$9,088 85 |

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                            |             |
|----------------------------|-------------|
| Passengers, all local..... | \$10,363 64 |
|----------------------------|-------------|

OPERATING EXPENSES.

|  |            |
|--|------------|
| Maintenance of way and structures:                             |            |
| Repairs of track and roadbed.....                              | \$705 40   |
| Repairs of bridges (including culverts and cattle-guards)..... | 3 00       |
| Repairs of stations, shops, docks, etc.....                    | 19 42      |
| Total.....   | \$727 82   |
| Maintenance of equipment:                                      |            |
| Repairs of locomotives.....                                    | \$164 56   |
| Repairs of cars.....   | 93 73      |
| Total.....   | \$258 29   |
| Conducting transportation:                                     |            |
| Wages of conductors and men.....                               | \$978 94   |
| Wages of engineers and firemen.....                            | 1,370 39   |
| Fuel for locomotives.....                                      | 705 21     |
| Land waste.....  | 157 92     |
| Water supply.....  | 16 60      |
| Other train supplies or expenses.....                          | 5 70       |
| Wages of station agents and clerks.....                        | 207 84     |
| Wages for labor at stations.....                               | 123 33     |
| Station supplies.....  | 32 30      |
| Wages of watchmen, flagmen and switchmen.....                  | 336 81     |
| Total.....   | \$3,934 54 |

*General expenses:*

|  |          |
|--|----------|
| Salaries of general officers and clerks..... | \$327 50 |
| General office expenses and supplies .....   | 576 90   |
| Stationery and printing .....                | 162 27   |
| Outside agencies and advertising.....        | 1,768 23 |
| Telephone maintenance and operation .....    | 243 00   |

|             |                   |
|-------------|-------------------|
| Total ..... | <u>\$3,017 90</u> |
|-------------|-------------------|

|                                      |                   |
|--------------------------------------|-------------------|
| Grand total operating expenses ..... | <u>\$7,938 55</u> |
|--------------------------------------|-------------------|

## General Balance Sheet June 30, 1891.

## ASSETS.

|                        |              |
|------------------------|--------------|
| Cost of road .....     | \$172,252 97 |
| Cost of equipment..... | 19,678 51    |

*Current assets, as follows, viz.:*

|                             |            |
|-----------------------------|------------|
| Cash on hand .....          | \$4,284 53 |
| Open accounts.....          | 1,901 24   |
| Materials and supplies..... | 849 72     |
| Tools .....                 | 371 25     |

|                                   |                 |
|-----------------------------------|-----------------|
| Profit and loss (deficiency)..... | 6,906 73        |
|                                   | <u>9,088 85</u> |

|  |                     |
|--|---------------------|
|  | <u>\$207,927 06</u> |
|--|---------------------|

## LIABILITIES.

|                     |             |
|---------------------|-------------|
| Capital stock ..... | \$96,900 00 |
| Funded debt .....   | 100,000 00  |

*Current liabilities, as follows, viz.:*

|  |            |
|--|------------|
| Interest on funded debt due and accrued..... | \$2,282 00 |
| Audited vouchers and pay-rolls.....          | 932 83     |
| Open accounts.....                           | 7,812 23   |

|  |                  |
|--|------------------|
|  | <u>11,027 06</u> |
|--|------------------|

|  |                     |
|--|---------------------|
|  | <u>\$207,927 06</u> |
|--|---------------------|

## Traffic and Mileage Statistics.

## ITEM.

All local.

|   |         |
|---|---------|
| Number of passengers carried.....           | 105,092 |
| Number of passengers carried one mile ..... | 357,822 |

## Description of Road and Equipment.

## TRACK.

Miles owned all  
in N. Y. State.

|  |       |
|--|-------|
| Main line from Rochester to Glen Haven, single track ..... | 3.483 |
| Sidings and turnouts on main line .....                    | .876  |

|   |              |
|---|--------------|
| Grand total of tracks, sidings and turnouts ..... | <u>4.358</u> |
|---|--------------|

|                                       |       |
|---------------------------------------|-------|
| Laid with steel rail, main line ..... | 3.483 |
|---------------------------------------|-------|

Weight of rails per yard—steel, 56 lbs.; gauge of track 3 feet; ballasted with gravel.

| BRIDGES.            | ENTIRE LINE IN NEW Y<br>STATE. |                       |
|---------------------|--------------------------------|-----------------------|
|                     | Number.                        | Aggre-<br>gate length |
| Wooden bridges..... | 5                              |                       |

Description of Road and Equipment — (Continued).

| EQUIPMENT.                          | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....        | 2          | 46,800                         | 2                               | 2                                 |
| First-class passenger cars .....    | 5          | .....                          | .....                           | .....                             |
| Baggage, mail and express car ..... | 1          | .....                          | .....                           | .....                             |
| Total .....                         | 6          | .....                          | .....                           | .....                             |
| Flat freight cars .....             | 12         | .....                          | .....                           | .....                             |

Passenger cars are equipped with Westinghouse air brake and Miller coupler; Pennsylvania Steel Company's standard split switches in use on road.

Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by the company, miles ..... | 3.678                       |
| Highway crossings at grade without protection .....      | 4                           |
| Highway crossings over or under grade .....              | 1                           |

Passenger cars are lighted by oil lamps, and ventilated with windows in deck.

EMPLOYEES.

|   |    |
|---|----|
| Average number of persons employed (including officials) during year... | 18 |
|---|----|

Officers of the Company.

| Name.                  | Title.               | Official Address.  |
|------------------------|----------------------|--------------------|
| F. S. MINGES .....     | President .....      | Irondequoit, N. Y. |
| F. P. CROUCH .....     | Vice-President ..... | Irondequoit, N. Y. |
| E. W. MAUREE .....     | Secretary .....      | Irondequoit, N. Y. |
| JAMES PALMER, Jr. .... | Treasurer .....      | Irondequoit, N. Y. |
| W. C. GRAY .....       | Engineer .....       | Irondequoit, N. Y. |
| J. B. WARD .....       | Superintendent ..... | Irondequoit, N. Y. |

Directors of the Company.

| Name.                  | Residence.       |
|------------------------|------------------|
| F. S. MINGES .....     | Rochester, N. Y. |
| F. P. CROUCH .....     | Rochester, N. Y. |
| JAMES PALMER, Jr. .... | Rochester, N. Y. |
| E. W. MAUREE .....     | Rochester, N. Y. |
| JOHN D. LYNN .....     | Rochester, N. Y. |
| EDWARD APPLE .....     | Rochester, N. Y. |
| S. A. MCKINNEY .....   | Rochester, N. Y. |
| N. BRAYER .....        | Rochester, N. Y. |
| JOHN RAUBER .....      | Rochester, N. Y. |
| E. W. HUNTINGTON ..... | Rochester, N. Y. |
| RAYMOND .....          | Rochester, N. Y. |
| ROBERT BENEFW .....    | Rochester, N. Y. |
| ABENUS BRIGGS .....    | Rochester, N. Y. |

e of company, Rochester and Glen Haven Railroad.  
 eral offices at Irondequoit, N. Y.  
 e of close of fiscal year, February 28.  
 e of stockholders' annual meeting, third Thursday in February.  
 Information concerning this report, address James Palmer, Jr., Treasurer  
 uester, N. Y.

## ROCHESTER, HORNELLVILLE AND LACKAWANNA.

REPORT OF M. S. BLAIR, RECEIVER, FROM SEPTEMBER 8, 1890, TO JUNE 30, 1891.

(Date of charter, June 9, 1886.)

The Rochester, Hornellsville and Lackawanna Railroad was organized under the General Railroad Act, June 9, 1886, to construct and operate a railroad from the city of Hornellsville, Steuben county, N. Y., to Hornellsville Junction, Allegany county, N. Y., where it intersects the Lackawanna and Pittsburgh Railroad.

The Lackawanna and Southwestern Railroad Company was organized under the General Railroad Act, May 7, 1889.

The above-named companies were consolidated May 29, 1889, as the Lackawanna and Southwestern Railroad Company.

At a Special Term of the Supreme Court held in the city of Buffalo on the 8th day of September, 1890, Hon. Loran L. Lewis, justice presiding, Mitchell S. Blair of Angelica, N. Y., was appointed receiver of the Rochester, Hornellsville and Lackawanna Railroad in an action in which the people of the State of New York are plaintiffs and the Rochester, Hornellsville and Lackawanna Railroad Company and the American Loan and Trust Company are defendants.

Very soon after entering upon the discharge of the duties of his trust, said receiver leased from the Lackawanna and Pittsburgh Railroad Company so much of its road as lay between Hornellsville and Wayland, and has since operated as a continuous line the road lying between Hornellsville and Wayland, under the name and title of the Rochester, Hornellsville and Lackawanna Railroad.

This report covers the operation of that line from September 8, 1890, to June 30, 1891.

## Income Account for Period Commencing September 8, 1890, and Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....  | \$17,785 05 |
| Less operating expenses (excluding all taxes) .....  | 16,132 40   |
| Gross income from all sources .....  | \$1,652 65  |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes ..... | 624 92      |
| Surplus for year ending June 30, 1891 .....  | \$1,027 73  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  | Passenger. | Freight.    | Total.      |
|----------------------------------|------------|-------------|-------------|
| Freight, local .....             |            | \$10,661 36 | \$10,661 36 |
| Passengers, through .....        |            |             |             |
| Passengers, local .....          |            |             |             |
| Express .....                    | \$4,773 20 |             | 4,773 20    |
| Miscellaneous, as follows, viz.: | 475 00     |             | 475 00      |
| Train collections .....          |            |             |             |
| Excess baggage .....             |            |             |             |
| Mileage .....                    | 853 29     |             | 853 29      |
|                                  |            | 1,022 20    | 1,022 29    |
| Total gross earnings .....       | \$6,101 49 | \$11,683 56 | \$17,785 05 |

## OPERATING EXPENSES.

|   |            |            |       |
|---|------------|------------|-------|
| <i>Maintenance of way and structures:</i>                       |            |            |       |
| Repairs of track and roadbed .....                              | \$2,110 82 | \$1,727 04 | \$3   |
| Repairs of bridges (including culverts and cattle-guards) ..... | 325 61     | 266 41     |       |
| Total .....   | \$2,436 43 | \$1,993 45 | \$4,4 |
| <i>Maintenance of equipment:</i>                                |            |            |       |
| Repairs of locomotives .....                                    | \$199 67   | \$163 36   | 1     |
| Repairs of cars .....   | 244 04     | 199 67     | 4     |
| Total .....   | \$443 71   | \$363 03   |       |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.        | Freight.          | Total.             |
|--|-------------------|-------------------|--------------------|
| <i>Conducting transportation:</i>            |                   |                   |                    |
| Wages of conductors and men.....             | \$1,055 06        | \$633 04          | \$1,688 10         |
| Wages of engineers and firemen.....          | 1,234 92          | 740 97            | 1,975 89           |
| Fuel for locomotives.....                    | 1,396 59          | 837 96            | 2,234 55           |
| Oil and waste.....                           | 136 40            | 81 84             | 218 24             |
| Water supply.....                            | 125 00            | 75 00             | 200 00             |
| Wages of station agents and clerks.....      | 1,123 24          | 678 95            | 1,797 19           |
| Wages for labor at stations.....             |                   |                   |                    |
| Station supplies.....                        | 20 95             | 12 60             | 33 55              |
| <b>Total.....</b>                            | <b>\$5,092 16</b> | <b>\$3,055 36</b> | <b>\$8,147 52</b>  |
| <i>General expenses:</i>                     |                   |                   |                    |
| Salaries of general officers and clerks..... | \$990 45          | \$594 32          | \$1,584 77         |
| General office expenses and supplies.....    | 101 08            | 60 66             | 161 74             |
| Stationery and printing.....                 | 163 53            | 98 12             | 261 65             |
| Legal expenses.....                          | 294 37            | 176 63            | 471 00             |
| Other general expenses.....                  | 168 19            | 100 91            | 269 10             |
| <b>Total.....</b>                            | <b>\$1,717 82</b> | <b>\$1,030 64</b> | <b>\$2,748 26</b>  |
| <b>Grand total operating expenses.....</b>   | <b>\$9,689 92</b> | <b>\$6,442 48</b> | <b>\$16,132 40</b> |

## Receiver's General Balance Sheet June 30, 1891.

## ASSETS.

|  |  |                   |
|--|--|-------------------|
| <i>Current assets, as follows, viz.:</i> |  |                   |
| Cash on hand.....                        |  | \$2,742 38        |
| Due by agents.....                       |  | 196 70            |
| Open accounts.....                       |  | 1,035 97          |
| Materials and supplies.....              |  | 384 66            |
| Construction.....                        |  | 434 84            |
|  |  | <b>\$4,794 55</b> |

## LIABILITIES.

|   |  |                   |
|---|--|-------------------|
| <i>Current liabilities, as follows, viz.:</i> |  |                   |
| Audited vouchers and pay-rolls.....           |  | \$2,588 47        |
| Open accounts.....                            |  | 700 06            |
| Receiver's commission.....                    |  | 478 29            |
| Profit and loss (surplus).....                |  | 1,027 73          |
|   |  | <b>\$4,794 55</b> |

## Traffic and Mileage Statistics.

| ITEM.   | Through and local. |
|---|--------------------|
| Number of passengers carried.....               | 11,770             |
| Number of passengers carried one mile.....      | 181,915            |
| Number of tons of freight carried.....          | 15,464.82          |
| Number of tons of freight carried one mile..... | 806,773.57         |
| Passenger train mileage.....                    | 19,050             |
| Freight train mileage.....                      | 11,430             |
| <b>Total train mileage.....</b>                 | <b>30,480</b>      |

| ITEM.  | Earnings.  | Expenses.  | Loss.            |
|--|------------|------------|------------------|
| Passenger earnings and expenses (including all express and miscellaneous earnings) | \$6,101 49 | \$9,689 92 | \$3,588 43 3/4   |
| Rate per passenger carried.....  | 518        | 8317       | 3137             |
| Rate per passenger per mile.....   | 0935       | 0532       | 0197             |
| Rate per passenger train per mile.....   | 32         | 5086       | 1886             |
| Freight earnings and expenses (including miscellaneous earnings)                   | 11,683 56  | 6,442 48   | Profit, 5,241 08 |
| Rate per ton of freight carried.....   | 7555       | 4165       | 339              |
| Rate per ton of freight per mile.....  | 8808       | 21 1/2     | 1708             |
| Rate per freight train per mile.....   | 1 022      | 5636       | 4584             |

| ITEM.  | Through and local. Cents. |
|--|---------------------------|
| Computed on earnings from carrying passengers and freight only.              |                           |
| Average rate received per mile for carrying passengers, all classes .....    | 2.62                      |
| Average rate received per mile per ton for carrying freight, all classes.... | 3.47                      |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. |
|---|----------------------------------|
| Main line operated from Hornellsville, to Wayland, single track ..... | 20.78                            |
| Sidings and turnouts on main line .....                               | 3.27                             |
| Grand total of tracks, sidings and turnouts .....                     | 24.05                            |
| Laid with steel rail, main line .....                                 | 24.05                            |
| Gauge of track, 4 feet 8½ inches.                                     |                                  |

| EQUIPMENT.                          | No. owned. | No. leased. | Total number. |
|-------------------------------------|------------|-------------|---------------|
| Locomotives, 4 drivers .....        | 2          | 1           | 3             |
| Second-class passenger cars .....   | 3          | .....       | .....         |
| Baggage, mail and express car ..... | 1          | .....       | .....         |
| Total .....                         | 4          | .....       | .....         |
| Box freight cars .....              | 20         | .....       | .....         |
| Coal (gondola) cars .....           | 20         | .....       | .....         |
| Flat freight cars .....             | 80         | .....       | .....         |
| Total .....                         | 70         | .....       | .....         |

Passenger cars are equipped with Westinghouse automatic brake.  
 Lorenz split switches are used on the line.  
 Passenger cars are heated by steam and lighted by lamps.  
 The United States Express Company does business over this line and pays \$25 a month for the transportation of its freight.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage.  | Per cent. |
|---|-----------|-----------|
| Flour .....   | 49.54     | .33       |
| Grain .....   | 242.48    | 1.57      |
| Meats and provisions .....  | 130.97    | .84       |
| Live stock .....  | 53.14     | .34       |
| Lumber .....  | 6,618.04  | 43.78     |
| Pig and bar iron and steel .....  | 62.06     | .40       |
| Coal and coke .....   | 2,519.00  | 16.31     |
| Petroleum and other oils .....  | 106.88    | .69       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..... | 255.96    | 1.65      |
| All other manufactures .....  | 964.46    | 6.24      |
| All other merchandise .....   | 903.70    | 5.85      |
| All other agricultural products .....   | 2,152.83  | 14.02     |
| All other articles not included above .....   | 1,405.76  |           |
| Total .....   | 15,464.82 |           |

## EMPLOYEES.

Average number of persons employed (including officials) during year....  
 Aggregate amount of salaries and wages paid them during year ..... \$10.  
 Title of company, Rochester, Hornellsville and Lackawanna Railroad Company  
 General offices at Angelica, N. Y.  
 Date of close of fiscal year, June 30.  
 For information concerning this report, address M. S. Blair, Receiver.

ROCHESTER AND LAKE ONTARIO.

(Date of charter, June 3, 1879.)

Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 650            | \$65,000         | \$65,000                             |
| Number of stockholders .....  |                |                  | 32                                   |

Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Superstructure (including ties).....        | *\$2,405 00  | \$17,386 85   |
| Land damages .....                          |  | 17,655 25   |
| Passenger and freight stations.....         |  | 18,211 73   |
| Engine and car-houses.....                  |  | 519 37  |
| Shops, machinery and tools.....             | 4 03   | 60 68   |
| Fuel and water stations .....               |  | 753 75  |
| Telephone line .....                        |  | 812 70  |
| Wharfing .....                              |  | 1,118 96  |
| Electric-light plant .....                  |  | 2,732 68  |
| Furniture.....                              |  | 670 28  |
| Total cost of road.....                     | *\$2,400 97  | \$59,917 25   |
| EQUIPMENT.                                  |  |   |
| Locomotives.....                            | *\$766 00  | \$4,603 47  |
| Passenger cars.....                         | *978 08  | 1,966 28  |
| Freight and other cars.....                 |  | 1,123 82  |
| Total cost of equipment.....                | *\$1,744 08  | \$7,693 57  |
| Grand total cost of road and equipment..... | *\$4,145 05  | \$67,610 82   |

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |            |
|--|------------|
| Deduct depreciation on superstructure..... | \$2,405 00 |
| Deduct depreciation on locomotives.....    | 766 00     |
| Deduct depreciation on cars .....          | 978 08     |
|  | \$4,149 08 |

Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$27,964 38 |
| Less operating expenses (excluding all taxes) ..... | 17,468 77   |
| Net earnings from operation .....                   | \$10,495 61 |
| Income from other sources, as follows, viz.:        |             |
| Commissions .....                                   | \$16 90     |
| Interest .....                                      | 373 48      |
| Rents .....   | 1,646 27    |
| Miscellaneous.....                                  | 3 57        |
|   | 2,040 22    |
| Gross income from all sources.....                  | \$12,535 83 |

\* Credit.

*Deductions from income, as follows, viz.:*

|  |            |            |
|--|------------|------------|
| Taxes on property used in operation of road..... | \$1,498 01 |            |
| Taxes on earnings and capital stock.....         | 345 38     | \$1,783 37 |

Net income from all sources..... \$10,782 46

*Payments from net income, as follows, viz.:*

|  |            |  |
|--|------------|--|
| Dividends declared, 10 per cent on \$85,000, common stock..... | 6,500 00   |  |
| Surplus for year ending June 30, 1891.....                     | \$4,252 46 |  |

**General Income Account.**

|  |             |  |
|--|-------------|--|
| Surplus for year ending June 30, 1891..... | \$4,252 46  |  |
| Surplus up to June 30, 1890.....           | 17,969 06   |  |
|  | \$22,221 51 |  |
| Deduct depreciation.....                   | 4,149 08    |  |
| Total surplus June 30, 1891.....           | \$18,072 43 |  |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                            |             |
|----------------------------|-------------|
| Passengers, all local..... | \$27,964 38 |
|----------------------------|-------------|

**OPERATING EXPENSES.***Maintenance of way and structures:*

|   |            |
|---|------------|
| Repairs of track.....                                     | \$989 40   |
| Steel rails laid, 15 tons.....                            | 495 00     |
| Repairs of stations, shops, docks, etc.....               | 366 96     |
| Other expenses for maintenance of way and structures..... | 1,841 50   |
| Total.....  | \$3,692 92 |

*Maintenance of equipment:*

|  |            |
|--|------------|
| Repairs of locomotives.....                      | \$926 45   |
| Repairs of cars.....                             | 189 88     |
| Other expenses for maintenance of equipment..... | 527 83     |
| Total.....                                       | \$1,644 16 |

*Conducting transportation:*

|   |            |
|---|------------|
| Wages of conductors and men.....                  | \$1,947 29 |
| Wages of engineers and firemen.....               | 1,873 32   |
| Fuel for locomotives.....                         | 2,134 40   |
| Oil and waste.....                                | 202 73     |
| Wages of station agents and clerks.....           | 176 64     |
| Wages for labor at stations.....                  | 204 49     |
| Wages of watchmen, flagmen and switchmen.....     | 380 76     |
| Other expenses for conducting transportation..... | 457 32     |
| Total.....  | \$7,348 96 |

*General expenses:*

|  |            |
|--|------------|
| Salaries of general officers and clerks..... | \$2,158 50 |
| Stationery and printing.....                 | 438 33     |
| Outside agencies and advertising.....        | 837 94     |
| Damage to cattle and property.....           | 145 00     |
| Other general expenses.....                  | 1,204 97   |

Total..... \$4,784 74

Grand total operating expenses..... \$17,468 77

**General Balance Sheet June 30, 1891.****ASSETS.**

|                        |        |
|------------------------|--------|
| Cost of road.....      | \$59.. |
| Cost of equipment..... | 7      |

*Current assets, as follows, viz.:*

|                    |             |
|--------------------|-------------|
| Cash on hand.....  | \$10,777 84 |
| Open accounts..... | 10 53       |
| Sinking fund.....  | 5,000 00    |
|                    | 16.         |
|                    | \$33.3      |



# ROCHESTER AND LAKE ONTARIO.

529

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$65,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Open accounts.....                            | 326 76             |
| Profit and loss (surplus) .....               | 18,072 43          |
|   | <u>\$83,399 19</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | All local. |
|---|------------|
| Number of passengers carried.....           | 257,972    |
| Number of passengers carried one mile ..... | 1,344,886  |
| Passenger train mileage.....                | 44,620     |

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$17,964 38 | \$17,468 77 | \$10,495 61 |
| Average per passenger carried .....  | 108         | 0677        | 0408        |
| Average per passenger per mile .....   | 0204        | 012         | 0084        |
| Average per passenger train per mile.....  | 6265        | 3907        | 2368        |

| ITEM.   | All local. |
|---|------------|
| Computed on earnings from carrying passengers only.                       | Cents.     |
| Average rate received per mile for carrying passengers, all classes ..... | 2.04       |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in N. Y. State. |
|--|----------------------------------|
| Main line from Rochester. to Lake Beach, Irondequoit Bay, single track.                    | 6.04                             |
| Sidings and turnouts on main line .....  | .876                             |
| Grand total of tracks, sidings and turnouts .....  | <u>6.416</u>                     |
| Laid with iron rail, main line .....   | 6.046                            |
| Weight of rail per yard, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel. |                                  |

| EQUIPMENT.                      | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. |
|---------------------------------|------------|-----------------------|--------------------------------|---------------------------------|
| Locomotives, 4 drivers .....    | 3          | .....                 | .....                          | 3                               |
| First-class passenger cars..... | 10         | \$1,368 19            | 19,200                         | 10                              |
| Flat freight car.....           | 1          | \$528 36              | 15,000                         | .....                           |
| Service cars .....              | 2          | 50 00                 | .....                          | .....                           |
| Total .....                     | 3          | .....                 | .....                          | .....                           |

Passenger cars are equipped with Eames' vacuum brake.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Line owned and operated by company, miles.....                     | 6.046                       |
| Assessed value of real estate and personal property of company.... | \$144,256                   |
| Way crossings at grade without protection .....                    | 3                           |
| Way crossings at grade protected by gates or flagmen .....         | 1                           |
| Passenger cars are heated by stoves and lighted by oil lamps.      |                             |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 19  
 Aggregate amount of salaries and wages paid them during year..... \$7,326 40

## Officers of the Company.

| <i>Name.</i>         | <i>Title.</i>            | <i>Official Address.</i>       |
|----------------------|--------------------------|--------------------------------|
| N. H. GALUSHA.....   | President and Gen. Man.. | Irondequoit, Monroe Co., N. Y. |
| GEORGE B. SMITH .... | Vice-President .....     | Irondequoit, Monroe Co., N. Y. |
| J. L. WELD.....      | Secretary .....          | Irondequoit, Monroe Co., N. Y. |

## Directors of the Company.

| <i>Name.</i>          | <i>Residence.</i> |
|-----------------------|-------------------|
| N. H. GALUSHA.....    | Rochester, N. Y.  |
| GEORGE B. SMITH.....  | Rochester, N. Y.  |
| H. H. EGERTON.....    | Rochester, N. Y.  |
| WILLIAM C. BAREY..... | Rochester, N. Y.  |
| J. D. WHIPPLE.....    | Rochester, N. Y.  |
| M. FILON.....         | Rochester, N. Y.  |
| One vacancy.....      |                   |

Title of company, Rochester and Lake Ontario Railway Company.

General offices at Irondequoit, Monroe county, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address J. L. Weld, Secretary, Rochester, N. Y.

## ROCHESTER, NEW YORK AND PENNSYLVANIA.

## LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, June 11, 1881.)

For history of organization, see Report of 1885.

## Capital Stock.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 15,000         | \$1,500,000         | \$1,500,000                                |

## Officers of the Company.

| <i>Name.</i>             | <i>Title.</i>       | <i>Official Address.</i> |
|--------------------------|---------------------|--------------------------|
| CALVIN H. ALLEN.....     | President.....      | New York city.           |
| SAMUEL G. DeCOURSEY..... | Vice-President..... | Philadelphia, Pa.        |
| JOSEPH R. TRIMBLE.....   | Secretary.....      | Philadelphia, Pa.        |
| FRANKLIN S. BUELL.....   | Treasurer.....      | Buffalo, N. Y.           |
| WILLIAM L. DOYLE.....    | Auditor.....        | Buffalo, N. Y.           |

## Directors of the Company.

| <i>Name.</i>             | <i>Residence.</i> |
|--------------------------|-------------------|
| CALVIN H. ALLEN.....     | New York city     |
| ADOLPH ENGLER.....       | New York city     |
| WILLIAM E. MERTENS.....  | New York city     |
| ISAAC N. SELIGMAN.....   | New York city     |
| EDWARD L. OWEN.....      | New York city     |
| JOHN D. PROBST.....      | New York city     |
| SAMUEL G. DeCOURSEY..... | Philadelphia,     |
| WILLIAM T. TIERS.....    | Philadelphia,     |
| GEORGE E. BARTOL.....    | Philadelphia,     |
| JOSEPH R. TRIMBLE.....   | Philadelphia,     |
| E. W. CLARK, JR.....     | Philadelphia,     |
| PASCAL P. PRATT.....     | Buffalo, N. Y.    |
| JAMES D. HANCOCK.....    | Buffalo, N. Y.    |

Title of company, Rochester, New York and Pennsylvania Railroad Company.  
General offices at Buffalo, N. Y.  
Date of close of fiscal year, June 30.  
For information concerning this report, address John F. Reynolds, Acting Auditor.

# ROME AND CLINTON.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 3, 1869.)

For history of organization, etc., see Report of 1886.

## Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter .....  | 3,700          | \$370,000        | .....                                |
| Issued for actual cash and on account of construction and now outstanding ..... | 3,453.6        | 345,360          | \$345,360                            |

## Cost of Road.

Total cost up to June 30, 1891.

|   |           |
|---|-----------|
| Grading, masonry and ballast, bridges, superstructure (including ties and rails)..... | \$286,800 |
| Land, land damages and fences .....   | 60,000    |
| Passenger and freight stations .....  | 6,200     |
| Engine and car-houses .....   | 7,000     |
| Total cost of road .....  | \$360,000 |

## Income Account for Year Ending June 30, 1891.

Gross income from all sources, as follows, viz.:

|                                 |             |
|---------------------------------|-------------|
| Rental .....                    | \$25,000 00 |
| Organization expenses.....      | 500 00      |
| Crossing expenses at Rome ..... | 400 00      |

Total gross income..... \$25,900 00

Deductions from income, as follows, viz.:

|  |          |
|--|----------|
| Taxes on earnings and capital stock..... | \$589 89 |
| Crossing expenses at Rome .....          | 800 00   |
| Legal services .....                     | 500 00   |
| Sundry expenses and salaries.....        | 501 85   |
|  | 2,391 74 |

Net income from all sources..... \$23,508 26

Payments from net income, as follows, viz.:

|   |             |
|---|-------------|
| Dividends declared, 8½ per cent, July 1, 1890.....    | \$11,509 59 |
| Dividends declared, 3½ per cent, January 1, 1891..... | 12,065 60   |
|   | 23,575 09   |

Profit for year ending June 30, 1891..... \$86 83

## General Income Account.

|   |             |
|---|-------------|
| Profit for year ending June 30, 1891..... | \$86 83     |
| Losses to June 30, 1890.....              | 14,749 77   |
| Total surplus June 30, 1891.....          | \$14,662 94 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                     |
|---|---------------------|
| Cost of road.....                             | \$380,000 00        |
| <i>Current assets, as follows, viz.:</i>      |                     |
| Cash on hand .....                            | 82 08               |
|   | <u>\$380,082 08</u> |
| LIABILITIES.                                  |                     |
| Capital stock.....                            | \$345,380 00        |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Open accounts.....                            | 59 00               |
| Profit and loss (surplus).....                | 14,642 94           |
|   | <u>\$360,082 08</u> |

## Officers of the Company.

| Name.                  | Title.                        | Official Address. |
|------------------------|-------------------------------|-------------------|
| JAMES I. SCOLLARD..... | President.....                | Clinton, N. Y.    |
| B. J. BEACH .....      | Vice-President.....           | Rome, N. Y.       |
| O. D. HAYES .....      | Secretary and Treasurer ..... | Clinton, N. Y.    |

## Directors of the Company.

| Name.                | Residence.       |
|----------------------|------------------|
| B. J. BEACH.....     | Rome, N. Y.      |
| W. H. TULLER.....    | Rome, N. Y.      |
| HENRY JOHNSON .....  | Rome, N. Y.      |
| G. V. SELDEN .....   | Rome, N. Y.      |
| E. H. SHELLEY .....  | Rome, N. Y.      |
| G. B. PHELPS .....   | Watertown, N. Y. |
| D. N. OROUSE .....   | Utica, N. Y.     |
| J. I. SCOLLARD ..... | Clinton, N. Y.   |
| I. R. MILLER .....   | Kankakee, Ill.   |
| C. H. SMYTH.....     | Clinton, N. Y.   |
| F. A. ELLIOTT .....  | Clinton, N. Y.   |
| ELERY STEBBINS.....  | Clinton, N. Y.   |
| C. D. HAYES .....    | Clinton, N. Y.   |

Title of company, Rome and Clinton Railroad Company.

General offices at Clinton, Oneida county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address O. D. Hayes, Secretary and Treasurer.

## ROME, WATERTOWN AND OGDENSBURG.

FROM JULY 1, 1890 TO MARCH 14, 1891.

## Income Account from July 1, 1890, to March 14, 1891.

|   |                       |
|---|-----------------------|
| Gross earnings from operation .....                 | \$2,724,572 44        |
| Less operating expenses (excluding all taxes).....  | 1,506,405 95          |
| Net earnings from operation.....                    | <u>\$1,218,166 49</u> |
| <i>Income from other sources, as follows, viz.:</i> |                       |
| Rents .....   | \$7,533 00            |
| Interest on bonds.....                              | 4,153 39              |
| Dividend Niagara Falls Branch Railroad Company..... | 11,980 16             |
|   | <u>23.</u>            |
| Gross income from all sources.....                  | <u>\$1,241</u>        |
| <i>Deductions from income, as follows, viz.:</i>    |                       |
| Interest on funded debt due and accrued .....       | \$442,398 03          |
| Rentals.....  | 224,769 99            |
| Taxes on earnings and capital stock.....            | 101,419 36            |
|   | <u>768..</u>          |
| Net income from all sources.....                    | <u>\$472</u>          |

*Payments from net income, as follows, viz.:*

|   |              |                     |
|---|--------------|---------------------|
| Dividends declared, 6 per cent on \$6,991,900, common stock.... | \$359,514 00 |                     |
| Syracuse freight station.....                                   | 124 11       |                     |
|   |              | <u>\$359,638 11</u> |
| Surplus to March 14, 1891.....                                  |              | <u>\$113,607 55</u> |

**General Income Account.**

|  |                       |
|--|-----------------------|
| Surplus to March 14, 1891.....   | \$113,607 55          |
| Surplus to June 30, 1890.....  | 762,298 41            |
| Balance assets and liabilities accounts credited to profit and loss..... | 413,769 68            |
|  | <u>\$1,289,685 64</u> |
| Twenty per cent stock dividends on \$6,390,000.....                      | 1,278,000 00          |
| Total surplus to March 14, 1891.....                                     | <u>\$11,565 64</u>    |

**DETAILED STATEMENT OF RENTALS.**

*From July 1, 1890, to March 14, 1891.*

|   |                     |
|---|---------------------|
| Oswego and Rome Railroad Company .....  | \$16,419 34         |
| Seven per cent on \$325,000 first mortgage bonds included in interest.  |                     |
| Niagara Falls Branch Railroad Company, seven per cent on capital stock, \$243,000.....                                  | 12,090 26           |
| <i>Utica and Black River Railroad Company:</i>  |                     |
| Seven per cent on capital stock, \$1,103,000.....   | 54,379 09           |
| Four per cent on first mortgage, new fours, \$1,250,000.....  | 23,955 06           |
| Seven per cent on first mortgage, due January 1, 1891, \$1,107,000.....   | 49,074 26           |
| Seven per cent on first mortgage Black River and Morristown, \$500,000.....   | 24,850 54           |
| Seven per cent on first mortgage Clayton and Theresa, \$200,000.....  | 9,800 22            |
| Five per cent on first mortgage Ogdensburg and Morristown, due January 1, 1891, \$143,000.....                          | 2,270 77            |
| Expenses of organization Utica and Black River Railroad Company.....  | 8,169 36            |
| Thirty-seven and one-half per cent of the earnings of the Carthage Watertown and Sackett's Harbor Railroad Company..... | 28,911 09           |
| Total amount of rentals deducted from income.....   | <u>\$224,769 99</u> |

**Analysis of Gross Earnings and Operating Expenses.**

**FROM JULY 1, 1890, TO MARCH 14, 1891.**

**EARNINGS.**

|   | Passengers.  | Freight.       | Total.         |
|---|--------------|----------------|----------------|
| Freight, through.....                   | \$973,091 10 |                |                |
| Freight, local.....                     | 791,996 61   |                |                |
|   |              | \$1,764,087 71 | \$1,764,087 71 |
| Passengers, through.....                | \$128,737 30 |                |                |
| Passengers, local.....                  | 723,807 40   |                |                |
|   | \$852,544 70 |                | 852,544 70     |
| Mail.....                               | 49,376 05    |                | 49,376 05      |
| Express.....                            | 52,373 82    |                | 52,373 82      |
| <i>Miscellaneous, as follows, viz.:</i> |              |                |                |
| Telegraph.....                          | 2,028 39     | 2,197 42       | 4,225 81       |
| Other miscellaneous.....                | 1,878 89     | 85 46          | 1,964 35       |
| Total gross earnings.....               | \$958,201 85 | \$1,766,370 59 | \$2,724,572 44 |

**OPERATING EXPENSES.**

*Maintenance of way and structures:*

|  |              |              |              |
|--|--------------|--------------|--------------|
| pairs of track.....  | \$100,897 23 | \$108,763 67 | \$209,160 90 |
| steel rails laid, 2,252 tons.                              |              |              |              |
| pairs of roadbed.....                                      | 18,214 67    | 19,732 55    | 37,947 22    |
| pairs of bridges (including culverts and ttle-guards)..... | 15,870 64    | 17,198 20    | 33,068 84    |
| pairs of stations, shops, docks, etc.....                  | 19,371 81    | 17,350 41    | 36,722 22    |
| pairs of fences.....                                       | 3,347 76     | 3,626 74     | 6,974 50     |
| er expenses for maintenance of way and ructures.....       | 6,580 22     | 7,128 58     | 13,708 80    |
| Total.....   | \$163,782 33 | \$178,795 15 | \$337,577 48 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger.   | Freight.       | Total.         |
|---|--------------|----------------|----------------|
| <i>Maintenance of equipment:</i>                        |              |                |                |
| Repairs of locomotives.....                             | \$32,726 05  | \$35,453 22    | \$68,179 27    |
| Repairs of cars.....                                    | 35,007 81    | 97,189 47      | 132,197 28     |
| Repairs of machinery and tools.....                     | 1,630 17     | 1,766 02       | 3,396 19       |
| Other expenses for maintenance of equipment.....        | 5,358 45     | 5,804 98       | 11,163 43      |
| Total .....   | \$74,722 48  | \$140,213 69   | \$214,936 17   |
| <i>Conducting transportation:</i>                       |              |                |                |
| Wages of conductors and men.....                        | \$39,516 88  | \$94,042 54    | \$133,559 42   |
| Wages of engineers and firemen.....                     | 58,563 56    | 109,014 57     | 167,578 13     |
| Fuel for locomotives.....                               | 66,692 44    | 122,500 28     | 189,192 67     |
| Oil and waste.....                                      | 8,177 57     | 8,218 89       | 16,396 46      |
| Water supply.....                                       | 3,907 04     | 4,232 62       | 8,139 66       |
| Other train supplies or expenses.....                   | 7,876 57     | 1,436 40       | 9,312 97       |
| Wages of station agents and clerks.....                 | 16,635 26    | 45,784 30      | 62,369 56      |
| Wages for labor at stations.....                        | 9,832 96     | 42,964 78      | 52,797 69      |
| Station supplies.....                                   | 3,593 81     | 3,396 68       | 6,990 49       |
| Wages of watchmen, flagmen and switchmen.....           | 3,787 21     | 16,574 79      | 20,362 00      |
| Other expenses for conducting transportation.....       | 7,155 17     | 2,228 87       | 9,384 04       |
| Total .....   | \$225,738 47 | \$450,344 62   | \$676,083 09   |
| <i>General expenses:</i>                                |              |                |                |
| Salaries of general officers and clerks.....            | \$40,239 62  | \$45,183 13    | \$85,372 75    |
| General office expenses and supplies.....               | 2,447 88     | 2,661 86       | 5,099 74       |
| Stationery and printing.....                            | 9,611 16     | 8,192 64       | 17,803 80      |
| Outside agencies and advertising.....                   | 17,319 88    | 5,021 89       | 22,341 77      |
| Legal expenses.....                                     | 12,384 47    | 13,416 50      | 25,800 97      |
| Loss and damage of freight and baggage.....             | 182 69       | 4,610 48       | 4,793 17       |
| Damage to cattle and property.....                      | 5,816 49     | 4,339 73       | 10,156 22      |
| Injuries to persons.....                                | 11,103 16    | 4,339 27       | 15,442 43      |
| Telegraph maintenance and operation.....                | 11,494 46    | 18,473 74      | 29,968 20      |
| Mileage of cars of other companies (debit balance)..... | 8,510 09     | 45,847 77      | 54,357 86      |
| Insurance.....  | 2,016 00     | 2,184 00       | 4,200 00       |
| Other general expenses.....                             | 706 70       | 765 60         | 1,472 30       |
| Total .....   | \$121,832 60 | \$1,569,976 61 | \$277,809 21   |
| Grand total operating expenses.....                     | \$586,075 88 | \$920,330 07   | \$1,506,405 95 |

## General Balance Sheet March 14, 1891.

## ASSETS.

|  |                |                 |
|--|----------------|-----------------|
| Cost of road.....  |                | \$14,087,916 85 |
| Cost of equipment.....   |                | 1,861,606 87    |
| <i>Other permanent investments, as follows, viz.:</i>  |                |                 |
| Stock of other companies.....  | \$2,354,576 92 |                 |
| Bonds of other companies.....  | 137,000 00     |                 |
|  |                | 2,491,576 92    |
| Oswego Agricultural Fair Association.....  |                | 500 00          |
| Rome, Watertown and Ogdensburg consolidated bonds.....   |                | 66,000 00       |
| Rome, Watertown and Ogdensburg income bonds.....   |                | 2,088,500 00    |
| Rome, Watertown and Ogdensburg stock.....  |                | 1,000 00        |
| Bond and mortgage.....   |                | 1,000 00        |
| <i>Current assets, as follows, viz.:</i>   |                |                 |
| Sinking fund.....  |                | 170 00          |
| Stock in name of Union Trust Company of New York, in trust for New York Central and Hudson River Railroad Company..... |                | 2,331 00        |
|  |                | \$23,110 00     |

## LIABILITIES.

|                    |                 |
|--------------------|-----------------|
| Capital stock..... | \$10,000,000 00 |
| Funded debt.....   | 13,047,090 00   |

*Current liabilities, as follows, viz.:*

|   |                        |
|---|------------------------|
| Bonds and mortgages assumed on purchase of real estate..... | 51,750 00              |
| Profit and loss (surplus).....                              | 11,865 64              |
|   | <u>\$23,110,505 64</u> |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.   | Local.     | Total.      |
|---|------------|------------|-------------|
| Number of passengers carried.....           | 49,342     | 1,055,647  | 1,104,989   |
| Number of passengers carried one mile....   | 8,352,080  | 28,720,795 | 37,072,875  |
| Number of tons of freight carried.....      | 602,754    | 782,939    | 1,385,693   |
| Number of tons of freight carried one mile. | 86,442,600 | 86,216,486 | 172,659,086 |

|                              |  |  |                  |
|------------------------------|--|--|------------------|
| Passenger train mileage..... |  |  | 1,079,885        |
| Freight train mileage.....   |  |  | 1,169,012        |
| All other train mileage..... |  |  | 347,835          |
| Total train mileage.....     |  |  | <u>2,596,732</u> |

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$958,201 85 | \$586,075 88 | \$372,125 97 |
| Average per passenger carried.....   | 87           | 49           | 38           |
| Average per passenger per mile.....  | 0258         | 0168         | 01           |
| Average per passenger train per mile.....  | 887          | 543          | 344          |
| Freight earnings and expenses (including miscellaneous earnings).....                | 1,766,370 59 | 920,330 07   | 846,040 52   |
| Average per ton of freight carried.....  | 1 29         | 67           | 62           |
| Average per ton of freight per mile.....   | 0102         | 0053         | 0049         |
| Average per freight train per mile.....  | 1 50         | 78           | 72           |

| ITEM.   | Through.   | Local.     | Through and local. |
|---|------------|------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |            |            |                    |
| Average rate received per mile for carrying passengers, first-class.....      | Cents. 1.6 | Cents. 2.4 | Cents. 2.3         |
| Average rate received per mile for carrying passengers, second-class.....     | 1.5        | .....      | 1.5                |
| Average rate received per mile for carrying passengers, all classes.....      | 1.54       | 2.5        | 2.3                |
| Average rate received per mile per ton for carrying freight, all classes..... | 1.1        | .9         | 1.02               |

## \*Description of Road and Equipment.

| TRACK.  | Miles owned all in New York State. | Miles, leased, all in New York State. | Miles operated, all in New York State. | Total miles, all in New York State. |
|---|------------------------------------|---------------------------------------|--|-------------------------------------|
| Main line from Niagara Falls to Massena Springs, single track ..... | 263.63                             | 35.40                                 | 1.81                                   | 300.84                              |
| Richland to Rome, single track .....                                | 41.07                              | .....                                 | .....                                  | 41.07                               |
| Utica to Ogdensburg, single track .....                             | .....                              | 133.94                                | .....                                  | 133.94                              |
| Total of branches or other roads, single track .....                | 109.68                             | 45.46                                 | 12.20                                  | 167.34                              |
| Total single track .....  | 414.38                             | 214.80                                | 14.01                                  | 643.19                              |
| Second track on main line .....                                     | 1.80                               | .....                                 | .....                                  | 1.80                                |
| Sidings and turnouts on main line .....                             | 84.87                              | 45.26                                 | .....                                  | 130.13                              |
| Sidings and turnouts on branches or other roads .....               | 20.50                              | 5.15                                  | .....                                  | 25.65                               |
| Total sidings and turnouts .....                                    | 105.37                             | 50.41                                 | .....                                  | 155.78                              |
| Grand total of tracks, sidings and turnouts .....                   | 521.55                             | 265.21                                | 14.01                                  | 800.77                              |
| Laid with steel rail, main line .....                               | 304.70                             | 169.34                                | 1.81                                   | 475.85                              |
| Laid with steel rail, branches or other roads .....                 | 106.08                             | 33.26                                 | 12.20                                  | 151.54                              |
| Laid with iron rail, branches or other roads .....                  | 8.60                               | 12.20                                 | .....                                  | 15.80                               |

Average life of rails—steel, 10 years, iron, 8 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.  | From                     | To                      | Entire length in New York State. | Owned or leased. | Miles laid with steel rail. | Miles laid with iron rail. |
|--|--------------------------|-------------------------|----------------------------------|------------------|-----------------------------|----------------------------|
| *Niagara Falls branch .....                                    | Suspension Bridge .....  | Lewiston Junction ..... | 8.74                             | Leased ..        | 8.74                        | .....                      |
| Rome, Watertown and Ogd. ....                                  | Lewiston .....           | Lewiston Junction ..... | 3.60                             | Owned ..         | .....                       | 3.60                       |
| Rome, W. and O. Terminal .....                                 | Rochester .....          | Ontario Beach .....     | 8.37                             | Owned ..         | 8.37                        | .....                      |
| Syracuse, Phoenix and Oswego, N. Y., Ontario and Western ..... | Fulton .....             | Woodard Junction .....  | 17.11                            | Owned ..         | 17.11                       | .....                      |
| Rome, Watertown and Ogd. ....                                  | Syracuse .....           | Pulaski .....           | 12.20                            | Oper'd ..        | 12.20                       | .....                      |
| *Oswego and Rome .....   | East Oswego .....        | Richland .....          | 37.40                            | Owned ..         | 37.40                       | .....                      |
| Rome, Watertown and Ogd. ....                                  | Watertown Junction ..... | Cape Vincent .....      | 23.49                            | Leased ..        | 23.49                       | .....                      |
| Rome, Watertown and Ogd. ....                                  | De Kalb Junction .....   | Ogdensburg .....        | 24.20                            | Owned ..         | 24.20                       | .....                      |
| Utica and Black River .....                                    | Theresa Junction .....   | Clayton .....           | 19.00                            | Owned ..         | 19.00                       | .....                      |
| Carthage, Watert'n and S. Har. ....                            | Carthage .....           | Sackett's Harbor .....  | 15.87                            | Leased ..        | 15.87                       | .....                      |
|  |                          |                         | 29.59                            | Leased ..        | 17.39                       | 12.20                      |

\* All this also appears in report of the New York Central and Hudson River Railroad Company.

† Included in mileage of main line, Niagara Falls to Massena Springs.



## Description of Road and Equipment—(Continued).

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE. |                   |
|-----------------------|--------------------------------|-------------------|
|                       | Number.                        | Aggregate length. |
| Iron bridges .....    | 80                             | Feet. In.         |
| Wooden bridges .....  | 52                             | 9,777 6%          |
| Wooden trestles ..... | 20                             | 4,575 11          |
| Total .....           | 152                            | 4,686 5%          |

| EQUIPMENT.                           | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....         | 6          | .....       | 6             | .....                 | 190,900                        | 6                               | .....                             |
| Locomotives, 6 drivers .....         | 14         | 6           | 20            | .....                 | 164,000                        | 17                              | .....                             |
| Locomotives, 4 drivers .....         | 74         | .....       | 74            | .....                 | 119,000                        | 62                              | .....                             |
| Total .....                          | 94         | 6           | 100           | .....                 | .....                          | 85                              | .....                             |
| First-class passenger cars .....     | 72         | .....       | 72            | \$4,000               | 57,190                         | 72                              | 72                                |
| Second-class passenger cars .....    | 17         | .....       | 17            | 2,000                 | 39,300                         | 17                              | 17                                |
| Baggage, mail and express cars ..... | 51         | .....       | 51            | 2,650                 | 39,450                         | 51                              | 51                                |
| Total .....                          | 140        | .....       | 140           | .....                 | .....                          | 140                             | 140                               |
| Box freight cars .....               | 1,204      | 850         | 2,054         | \$550                 | 22,400                         | .....                           | 206                               |
| Stock freight cars .....             | 5          | .....       | 5             | 500                   | 19,500                         | .....                           | .....                             |
| Coal freight cars .....              | 252        | 240         | 492           | 450                   | 19,700                         | .....                           | 100                               |
| Flat freight cars .....              | 641        | 100         | 741           | 410                   | 15,900                         | .....                           | 1                                 |
| Caboose, 4-wheel cars .....          | 27         | .....       | 27            | 370                   | 9,500                          | .....                           | .....                             |
| Caboose, 8-wheel cars .....          | 22         | .....       | 22            | 750                   | 21,300                         | .....                           | .....                             |
| Service cars .....                   | 23         | .....       | 23            | .....                 | .....                          | .....                           | .....                             |
| Total .....                          | 2,174      | 1,190       | 3,364         | .....                 | .....                          | .....                           | 306                               |

Westinghouse brake and Miller coupler are used on passenger cars; Janney, Gould, McKeen, Hinson and Ames coupler on freight cars.  
 Point and Cook safety switches in use on this road. The Cook safety is being replaced by point switches.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles .....                       | 624.4                       |
| Total assessed value of real estate and personal property of company ..... | \$7,045,513                 |
| Length of steel rails laid during year in repairs, miles .....             | 28.96                       |
| Railroads crossing road at grade .....                                     | 11                          |
| Railroads crossing road over or under grade .....                          | 1                           |
| Highway crossings at grade without protection .....                        | 659                         |
| Highway crossings at grade protected by gates or flagmen .....             | 29                          |
| Highway crossings over or under grade .....                                | 52                          |
| Head obstructions less than twenty feet above track .....                  | 42                          |

Passenger cars are heated by steam, lighted with mineral sperm oil and gas, and ventilated by openings in monitor deck under roof.

American Express Company runs over this road at an agreed rate per 100 lbs. Messengers on train pay passengers fare.

Parlor and sleeping cars owned by this company run over this line, on which an additional charge of six mills per mile is made. Wagner and Pullman's parlor and dining cars run on mileage rates fixed and collected by such car companies.

Amount paid during year to Wagner Palace Car Company, \$8,090.11, to Pullman's Palace Car Company, \$163.52.

The Red, White, Blue, Canada Southern, Midland, Nickel Plate, Ontario Despatch and Rome, Watertown and Ogdensburg freight lines and Merchants' Despatch Transportation Company, run over this line. Freight is taken pro rata—lines furnish their own cars, this company paying mileage. No preference given as to speed and delivery. No contract for carrying United States mails. Service recognized and performed over entire road at rate fixed by Government.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....   | 64,158    | 4.7       |
| Grain.....   | 123,584   | 9.        |
| Meats and provisions.....  | 65,201    | 4.8       |
| Live stock.....  | 7,643     | .6        |
| Lumber.....  | 206,761   | 15.1      |
| Pig and bar iron and steel.....  | 19,372    | 1.4       |
| Iron or other ores.....  | 138,618   | 10.       |
| Coal and coke.....   | 286,292   | 21.       |
| Petroleum and other oils.....  | 17,960    | 1.3       |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 51,966    | 3.7       |
| All other manufactures.....  | 110,513   | 8.        |
| All other merchandise.....   | 19,328    | 1.4       |
| All other agricultural products.....   | 126,065   | 9.4       |
| All other articles not included above.....   | 128,256   | 9.6       |
| Total.....   | 1,365,687 | 100       |

## NUMBER OF ACCIDENTS.

|                             | Injured. | Killed. | Total. |
|-----------------------------|----------|---------|--------|
| Employees.....              | 14       | 9       | 23     |
| Others, not passengers..... | 6-       | 13      | 19     |
| Total.....                  | 20       | 22      | 42     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 2,375  
 Aggregate amount of salaries and wages paid them during year..... \$896,380 25

Title of company, Rome, Watertown and Ogdensburg Railroad Company.

General offices at 96 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, December 23.

For information concerning this report, address J. A. Lawyer, Treasurer.

## ROME, WATERTOWN AND OGDENSBURG.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 18, 1885.)

For history of organization, etc., see Reports of 1885, 1886, 1889 and 1890.

On March 14, 1891, the entire railroad and property of the Rome, Watertown and Ogdensburg Railroad Company, including its leased lines, was leased to the New Central and Hudson River Railroad Company for the period of the existence of the charter of the lessor company, and any renewals or extensions thereof.

As rental the lessee company assumes the payment of the principal and interest on the lessor's indebtedness and guarantees the payment of five per cent dividend on the capital stock of the lessor company, payable direct to each stockholder, in quarterly payments of one and one-quarter per cent, payable the fifteenth day of February, August and November of each year. Such guaranty is indorsed on each certificate of stock under the seal of the lessee company. The lessee company also agrees to pay the lessor company the sum of \$15,000 per annum to April 1, 1901, and thereafter of \$7,000 per annum.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter .....  | 100,000        | \$10,000,000     |
| Issued for actual cash .....  | 37,989         | \$3,798,900      |
| Issued for retirement of R., W. and O. income bonds .....   | 10,313         | 1,031,300        |
| Issued for exchange of stock of Utica and Black River railroad .....  | 8,400          | 840,000          |
| Issued for exchange of stock of Norwood and Montreal railroad .....   | 1,300          | 130,000          |
| Issued for exchange of stock of Rome, Watertown and Ogdensburg Terminal .....   | 2,837          | 283,700          |
| Issued for exchange of stock of Fulton and Oswego railroad .....  | 500            | 50,000           |
| Issued for exchange of stock of Syracuse, Phoenix and Oswego railway .....  | 80             | 8,000            |
| Issued for exchange of stock of Buffalo, Thousand Islands and Portland railroad .....   | 2,482          | 248,200          |
| Twenty per cent stock dividend on 68,900 shares, by resolution of the board of directors, March 13, 1891 .....  | 12,780         | 1,278,000        |
| In addition to the above there has been issued, in accordance with the terms of the lease to the New York Central and Hudson River Railroad Company, a certificate made to the Union Trust Company of New York, in trust, to be used for betterments, for ..... | 23,319         | 2,331,900        |
| Total now outstanding .....   | 100,000        | \$10,000,000     |

Number of stockholders ..... 541

## FUNDED DEBT.

| DESIGNATION OF LIEN.                                       | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|--|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|  |               |              | Rate.     | When payable. |                    |                     |                                      |
| Watertown and Rome extension.                              | June 12, 1855 | 55           | p. c. 6   | Mar. & Sept.  | \$422,500          | \$417,800           | \$428,347 50                         |
| * Rome, Watert'n and Ogdensburg first mortgage...          | Sept. 2, 1861 | 30           | 7         | June & Dec.   | 1,200,000          | 1,021,500           | 721,844 26                           |
| Rome, Watertown and Ogdensburg second mortgage...          | Mar. 25, 1872 | 20           | 7         | Jan. & July   | 1,000,000          | 1,000,000           | 947,255 00                           |
| † Rome, Watert'n and Ogdensburg cons. mortgage...          | July 1, 1874  | 48           | 5         | April & Oct.  | 7,060,000          | 7,055,000           | 4,392,123 44                         |
| Syracuse & N'rt'n first mortgage...                        | July 1, 1871  | 30           | 7         | Jan. & July   | 500,000            | 500,000             | .....                                |
| † Rome, Watert'n and Ogdensburg incomes .....              | Apr. 1, 1882  | 50           | ....      | .....         | 2,250,000          | 5,730               | .....                                |
| Oswego Railroad bridge first mort.                         | Jan. 31, 1885 | 30           | 6         | Feb. & Aug.   | 100,000            | 100,000             | 100,000 00                           |
| Norwood and Montreal first mort...                         | Mar. 6, 1886  | 30           | 5         | April & Oct.  | 130,000            | 130,000             | .....                                |
| acuse, Phoenix and Oswego first mortgage .....             | Feb. 15, 1885 | 30           | 6         | Feb. & Aug.   | 175,000            | 175,000             | .....                                |
| ne, Watertown and Ogdensburg terminal first mortgage ..... | Mar. 12, 1888 | 30           | 5         | May & Nov.    | 375,000            | 375,000             | 375,000 00                           |
| Total .....  | .....         | .....        | .....     | .....         | \$13,212,500       | \$13,047,090        | \$6,934,570 20                       |

uncelled by sinking fund, \$178,500. † Sixty-six thousand dollars in treasury of  
 ry. † In treasury of company, \$2,088,560.

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....  |  | \$5,240,059 87  |
| Bridges .....   | \$1,580 40   | 578,446 17  |
| Superstructure (including ties) .....                                       |  | 3,481,183 77  |
| Land and land damages .....   | 5,378 69   | 1,083,436 69  |
| Passenger and freight stations .....  |  | 296,226 83  |
| Engine and car-houses .....   |  | 203,808 17  |
| Shops, machinery and tools .....  |  | 190,786 37  |
| Purchase of constructed road, Rome, Watertown and Ogdensburg Terminal ..... | 375,000 00   | 1,151,700 00  |
| Wharfing .....  |  | 750 00  |
| Sundry accounts charged to cost of road .....                               | 1,881,489 48   | 1,881,489 48  |
| Total cost of road .....  | \$2,263,448 57   | \$14,067,916 85                                       |
| <b>EQUIPMENT.</b>   |  |   |
| Locomotives .....   |  | \$624,349 40  |
| Passenger cars .....  |  | 428,670 13  |
| Freight and other cars .....  |  | 796,459 34  |
| Total cost of equipment .....   |  | \$1,851,480 87  |
| Grand total cost of road and equipment .....                                | \$2,263,448 57   | \$15,939,426 72                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |                       |
|--|-----------------------|
| Bridges .....  | \$1,580 40            |
| Land purchased .....                                   | 5,378 69              |
| Rome, Watertown and Ogdensburg Terminal Railroad ..... | 375,000 00            |
| Sundry accounts transferred to cost of road .....      | 1,881,489 48          |
|  | <u>\$2,263,448 57</u> |

## Income Account from March 14 to June 30, 1891.

|  |                 |
|--|-----------------|
| <i>Gross income from all sources, as follows, viz.:</i>                    |                 |
| Payment on account of lease .....  | \$7,500 00      |
| <i>Deductions from income, as follows, viz.:</i>                           |                 |
| Expenses .....   | 6,941 65        |
| Surplus from March 14, 1891, to June 30, 1891, lease account balance ..... | <u>\$558 35</u> |

## General Income Account.

|   |                    |
|---|--------------------|
| Surplus March 14 to June 30, 1891 ..... | \$558 35           |
| Surplus March 14, 1891 .....            | 11,665 64          |
| Total surplus June 30, 1891 .....       | <u>\$12,223 99</u> |

## General Balance Sheet, June 30, 1891.

| ASSETS.   |                 |
|---|-----------------|
| Cost of road .....                                      | \$14,067,916 85 |
| Cost of equipment .....                                 | 1,851,480 87    |
| <i>Other permanent investments, as follows, viz.:</i>   |                 |
| Stock of other companies .....                          | \$2,354,576 92  |
| Bonds of other companies .....                          | 137,000 00      |
| Oswego Agricultural Fair Association .....              | 2,490 00        |
| Rome, Watertown and Ogdensburg consolidated bonds ..... | 66,000 00       |
| Rome, Watertown and Ogdensburg income bonds .....       | 2,088,500 00    |
| Rome, Watertown and Ogdensburg stock .....              |                 |
| Bond and mortgage .....                                 | 14,000 00       |

*Current assets, as follows, viz.:*

|  |                        |
|--|------------------------|
| Cash on hand .....   | \$3,868 97             |
| Sinking fund.....  | 178,500 00             |
| Stock in name of Union Trust Company of New York in trust for New York Central and Hudson River Railroad Company ..... | 2,331,900 00           |
|  | <u>\$23,114,374 61</u> |

**LIABILITIES.**

|                    |                 |
|--------------------|-----------------|
| Capital stock..... | \$10,000,000 00 |
| Funded debt .....  | 13,047,090 00   |

*Current liabilities, as follows, viz.:*

|  |                        |
|--|------------------------|
| Open accounts.....   | 3,310 62               |
| Bonds and mortgages assumed on purchase of real estate ..... | 51,750 00              |
| Lease account, balance.....                                  | 558 35                 |
| Profit and loss (surplus) .....                              | 11,665 64              |
|  | <u>\$23,114,374 61</u> |

**Officers of the Company.**

| <i>Name.</i>             | <i>Title.</i>              | <i>Official Address.</i>    |
|--------------------------|----------------------------|-----------------------------|
| CHARLES PARSONS.....     | President.....             | 96 Broadway, N. Y. city.    |
| CLARENCE S. DAY.....     | First Vice-President ..... | 38 Wall street, N. Y. city. |
| CHARLES PARSONS, JR..... | Vice-President.....        | 96 Broadway, N. Y. city.    |
| J. A. LAWYER .....       | Secretary and Treasurer..  | 96 Broadway, N. Y. city.    |
| R. E. SMILEY.....        | Assistant Secretary .....  | Watertown, N. Y.            |

**Directors of the Company.**

| <i>Name.</i>             | <i>Residence.</i> |
|--------------------------|-------------------|
| CHARLES PARSONS.....     | New York city.    |
| CLARENCE S. DAY.....     | New York city.    |
| CHARLES PARSONS, JR..... | New York city.    |
| EDWIN PARSONS .....      | New York city.    |
| GEORGE PARSONS.....      | New York city.    |
| WILLIAM LUMMIS.....      | New York city.    |
| WALTON FERGUSON .....    | Stamford, Conn.   |
| JOHN Q. A. JOHNSON ..... | New York city.    |
| JOHN THORN .....         | Utica, N. Y.      |
| J. F. MAYNARD.....       | Utica, N. Y.      |
| WILLIAM M. WHITE.....    | Utica, N. Y.      |
| JOHN M. CROUSE .....     | Utica, N. Y.      |
| CYRUS J. LAWRENCE .....  | New York city.    |

Title of company, Rome, Watertown and Ogdensburg Railroad Company.

General offices at 96 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, December 28.

For information concerning this report, address J. A. Lawyer, Treasurer.

**SARATOGA AND ST. LAWRENCE.**

LESSOR.

LESSEE—OGDENSBURG AND LAKE CHAMPLAIN.

(Date of charter, August 17, 1885.)

Report received for year ending June 30, 1891.—R. R. Commissioners.

**SARATOGA AND SCHENECTADY.**

LESSOR.

LESSEE—RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, February 16, 1831.)

For history of organization, see Report of 1885.

**Capital Stock.**

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 4,500          | \$450,000        | \$450,000                            |

Number of stockholders..... 79

**Cost of Road.**

Total cost up to June 30, 1891.

Total cost of road ..... \$450,000 00

**Income Account for Year Ending June 30, 1891.***Gross income from all sources, as follows, viz.:*

|   |                    |
|---|--------------------|
| Rental from Delaware and Hudson Canal Company ..... | \$31,750 00        |
| Interest West Shore bonds .....                     | 200 00             |
| <b>Total</b> .....                                  | <b>\$31,950 00</b> |

*Payments from net income, as follows, viz.:*

|  |                  |
|--|------------------|
| Dividends declared, 7 per cent on \$450,000 common stock ..... | \$31,500 00      |
| Salaries .....   | 200 00           |
| Sundry expenses .....  | 255 00           |
|  | <b>31,955 00</b> |

Deficit for year ending June 30, 1891..... \$5 00

**General Income Account.**

|  |                   |
|--|-------------------|
| Deficit for year ending June 30, 1891..... | \$5 00            |
| Surplus up to June 30, 1890.....           | 5,995 22          |
| <b>Total surplus June 30, 1891.....</b>    | <b>\$5,990 22</b> |

**General Balance Sheet June 30, 1891.****ASSETS.**

Cost of road ..... \$450,000 00

*Other permanent investments, as follows, viz.:*

Bonds of other companies..... 5,000 00

*Current assets, as follows, viz.:*Cash on hand .....  
\$455 91**LIABILITIES.**

|                                 |                 |
|---------------------------------|-----------------|
| Capital stock .....             | \$450,000 00    |
| Profit and loss (surplus) ..... | 5 90            |
|                                 | <b>\$455 90</b> |

**Officers of the Company.**

| <i>Name.</i>           | <i>Title.</i>                 | <i>Official Address.</i> |
|------------------------|-------------------------------|--------------------------|
| GEORGE H. CRAMER ..... | President .....               | Troy, N. Y.              |
| JOHN H. NEHER .....    | Secretary and Treasurer ..... | Troy, N. Y.              |

**Directors of the Company.**

| <i>Name.</i>             | <i>Residence.</i>       |
|--------------------------|-------------------------|
| GEORGE H. CRAMER .....   | Troy, N. Y.             |
| JOSEPH M. WARREN .....   | Troy, N. Y.             |
| CHARLES B. RUSSELL ..... | Troy, N. Y.             |
| THOMAS W. LOCKWOOD ..... | Troy, N. Y.             |
| JOSEPH A. EDDY .....     | Troy, N. Y.             |
| STEPHEN E. WARREN .....  | Troy, N. Y.             |
| LEGRAND C. CRAMER .....  | Troy, N. Y.             |
| EDWARD C. GALE .....     | Troy, N. Y.             |
| JAMES M. MARVIN .....    | Saratoga Springs, N. Y. |

Title of company, Saratoga and Schenectady Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address George H. Cramer, President.

**SCHENECTADY AND DUANESBURGH.**

LESSOR.

LESSEE—ALBANY AND SUSQUEHANNA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 15, 1873.)

For history of organization, see Report of 1885.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|                                    | COMMON.        |                  |
|------------------------------------|----------------|------------------|
|                                    | No. of shares. | Total par value. |
| Authorized by law or charter ..... | 8,000          | \$300,000        |
| Total now outstanding .....        | 1,009          | 100,900          |

**FUNDED DEBT.**

| SIGNATURE OF LIEN.   | Date.         | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. |
|----------------------|---------------|--------------|-----------|----------------|--------------------|---------------------|
|                      |               |              | Rate.     | When payable.  |                    |                     |
| mortgage bonds ..... | Sept. 1, 1874 | 50           | p. c. 6   | Mar. 1, Sep. 1 | \$500,000          | \$500,000           |

## Cost of Road.

|                                       | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road up to<br>June 30, 1891. |
|---------------------------------------|--|---|
| Grading, masonry and ballast .....    | \$276 75   | \$34,176 85                                   |
| Bridges .....                         |  | 13,957 67                                     |
| Superstructure (including ties) ..... | 33 25  | 19,311 92                                     |
| Rails .....                           |  | 786 30  |
| Land damages .....                    | 400 00   | 2,861 31                                      |
| Passenger and freight stations .....  |  | 2,545 26                                      |
| Engineering expenses .....            |  | 326 00  |
| Purchase of constructed road .....    |  | 600,900 00                                    |
| Total cost of road .....              | \$710 00   | \$674,866 01                                  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |          |
|--|----------|
| Grading for extension of side track, Duaneburgh .....  | \$276 75 |
| Superstructure for side track, Duaneburgh .....  | 33 25    |
| Release of claim to an undercrossing east of Duaneburgh station,<br>account of filling trestle ..... | 400 00   |
|  | \$710 00 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |              |
|---|--------------|
| Cost of road .....                            | \$674,866 01 |
| LIABILITIES.                                  |              |
| Capital stock .....                           | \$100,900 00 |
| Funded debt .....                             | 500,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |              |
| Open accounts .....                           | 73,966 01    |
|   | \$674,866 01 |

## Officers of the Company.

| Name.                 | Title.          | Official Address. |
|-----------------------|-----------------|-------------------|
| HORACE G. YOUNG ..... | President ..... | Albany, N. Y.     |
| JAMES C. HARTT .....  | Treasurer ..... | New York city.    |
| F. M. OLYPHANT .....  | Secretary ..... | New York city.    |

## Directors of the Company.

| Name.                    | Residence.         |
|--------------------------|--------------------|
| HORACE G. YOUNG .....    | Albany, N. Y.      |
| REUBEN A. HENRY .....    | Jersey City, N. J. |
| DANIEL WILSON .....      | Orange, N. J.      |
| JAMES C. HARTT .....     | New York city.     |
| CHARLES A. WALKER .....  | New York city.     |
| F. MURRAY OLYPHANT ..... | New York city.     |
| H. M. OLMSTEAD .....     | Morristown, N. J.  |
| ROBERT OLYPHANT .....    | New York city.     |

Title of company, Schenectady and Duaneburgh Railroad Company.  
 General offices at New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, no stated time.  
 For information concerning this report, address R. A. Henry, Auditor.



**SCHENECTADY AND MECHANICVILLE.**

BUILT, OWNED AND OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

For history of organization, see Report of 1890.

| <b>Cost of Road.</b>                  |  | <b>Total cost up to<br/>June 30, 1891.</b> |
|---------------------------------------|--|--|
| Grading, masonry and ballast .....    |  | \$86,644 31                                |
| Bridges .....                         |  | 9,345 10                                   |
| Superstructure (including ties) ..... |  | 87,632 50                                  |
| Rails .....                           |  | 574 23                                     |
| Land .....                            |  | 800 00                                     |
| Land damages .....                    |  | 14,434 48                                  |
| Passenger and freight stations .....  |  | 10,007 28                                  |
| Engineering expenses .....            |  | 4,704 70                                   |
| Purchase of constructed road .....    |  | 752 46                                     |
| <b>Total cost of road .....</b>       |  | <b>\$214,895 01</b>                        |

**Officers and Directors of the Company.**

[See lessee's report of the Albany and Susquehanna Railroad.]

Title of company, owning road, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address R. A. Henry, Auditor, Delaware and Hudson Canal Company.

**SCHOHARIE VALLEY.**

(Date of charter, April 1, 1890.)

For history of organization, see Report of 1885.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | <b>COMMON.</b>        |                             |
|--|-----------------------|-----------------------------|
|  | <b>No. of shares.</b> | <b>Total<br/>par value.</b> |
| Authorized by law or charter and now outstanding ..... | 1,000                 | \$100,000                   |

**FUNDED DEBT.**

| <b>SIGNATURE OF<br/>LIEN.</b> | <b>Date.</b> | <b>Term, years.</b> | <b>INTEREST.</b> |                          | <b>Amount<br/>author-<br/>ized.</b> | <b>Amount<br/>outstand-<br/>ing.</b> | <b>Cash<br/>realized<br/>on amount<br/>outstand-<br/>ing.</b> |
|-------------------------------|--------------|---------------------|------------------|--------------------------|-------------------------------------|--------------------------------------|---|
|                               |              |                     | <b>Rate.</b>     | <b>When<br/>payable.</b> |                                     |                                      |   |
| 1 and mortg..                 | 1880         | 19                  | p. c.<br>6       | April 1, Oct. 1          | \$40,000                            | \$40,000                             | \$10,000  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| Road.   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Grading, masonry and ballast .....                  |  | \$26,006 26                        |
| Bridges .....                                       |  | 6,861 20                           |
| Superstructure (including ties) .....               |  | 35,841 25                          |
| Passenger and freight stations .....                |  | 11,700 00                          |
| Engine and car-houses .....                         |  | 4,469 59                           |
| Shops, machinery and tools .....                    |  | 1,600 00                           |
| Engineering expenses .....                          |  | 200 00                             |
| Interest and discount charged to construction ..... |  | 900 00                             |
| Telegraph line .....                                |  | 200 00                             |
| Miscellaneous .....                                 |  | 850 00                             |
| Total cost of road .....                            |  | \$39,628 30                        |

| Equipment.                                   |  |              |
|--|--|--------------|
| Locomotives .....                            |  | \$12,090 00  |
| Passenger cars .....                         |  | 2,000 00     |
| Total cost of equipment .....                |  | \$14,090 00  |
| Grand total cost of road and equipment ..... |  | \$102,718 30 |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$13,136 30 |
| Less operating expenses (excluding all taxes) ..... | 10,047 81   |
| Gross income from all sources .....                 | \$3,088 39  |

## Deductions from income, as follows, viz.:

|   |            |
|---|------------|
| Interest on funded debt due and accrued .....     | \$2,400 00 |
| Rentals .....                                     | 1 25       |
| Taxes on property used in operation of road ..... | 267 69     |
| Taxes on earnings and capital stock .....         | 94 65      |
| Taxes other than above .....                      | 47 04      |
|   | 2,800 63   |

|   |          |
|---|----------|
| Surplus for year ending June 30, 1891 ..... | \$327 76 |
|---|----------|

## DETAILED STATEMENT OF RENTALS.

|  |        |
|--|--------|
| Depot site at Schoharie Junction ..... | \$1 25 |
|--|--------|

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                        | Passenger. | Freight.   | Total.      |
|----------------------------------|------------|------------|-------------|
| Freight, all local .....         |            | \$7,334 45 | \$7,334 45  |
| Passengers, all local .....      | \$4,889 63 |            | 4,889 63    |
| Mail .....                       | 250 55     |            | 250 55      |
| Express .....                    | 625 57     |            | 625 57      |
| Miscellaneous, as follows, viz.: |            |            |             |
| Telegraph .....                  | 36 00      |            | 36 00       |
| Total gross earnings .....       | \$5,801 75 | \$7,334 45 | \$13,136 20 |

## OPERATING EXPENSES.

|  |          |            |            |
|--|----------|------------|------------|
| Maintenance of way and structures:                                 |          |            |            |
| Repairs of track .....   | \$144 50 | \$191 77   | \$336 27   |
| Repairs of roadbed .....   | 291 20   | 436 81     | 728 01     |
| Repairs of bridges (including culverts and<br>cattle-guards) ..... | 42 00    | 63 00      | 105 00     |
| Repairs of stations, shops, docks, etc. ....                       | 100 00   | 150 00     | 250 00     |
| Repairs of fence .....   | 22 00    | 33 00      | 55 00      |
| Other expenses for maintenance of way and<br>structures .....      | 168 00   | 252 00     | 4          |
| Total .....  | \$767 70 | \$1,126 58 | \$1,894 28 |
| Maintenance of equipment:  |          |            |            |
| Repairs of locomotives .....                                       | \$33 04  | \$49 58    |            |
| Repairs of machinery and tools .....                               | 8 00     | 12 00      |            |
| Total .....  | \$41 04  | \$61 58    | \$         |

Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger. | Freight.   | Total.      |
|---|------------|------------|-------------|
| <i>Conducting transportation:</i>                       |            |            |             |
| Wages of conductors and men.....                        | \$359 40   | \$589 10   | \$898 50    |
| Wages of engineers and firemen.....                     | 49 00      | 72 00      | 120 00      |
| Fuel for locomotives.....                               | 276 30     | 414 47     | 690 77      |
| Oil and waste.....                                      | 52 37      | 78 56      | 130 93      |
| Water supply.....                                       | 26 00      | 39 00      | 65 00       |
| Wages of station agents and clerks.....                 | 315 00     | 472 50     | 787 50      |
| Wages for labor at stations.....                        | 14 60      | 21 90      | 36 50       |
| Station supplies.....                                   | 23 06      | 34 59      | 57 65       |
| Wages of watchmen, flagmen and switchmen.....           | 72 98      | 109 47     | 182 45      |
| Total.....  | \$1,187 71 | \$1,781 59 | \$2,969 30  |
| <i>General expenses:</i>                                |            |            |             |
| Salaries of general officers and clerks.....            | \$1,800 00 | \$2,700 00 | \$4,500 00  |
| Damage to cattle and property.....                      | 8 00       | 12 00      | 20 00       |
| Mileage of cars of other companies (debit balance)..... | 224 64     | 336 97     | 561 61      |
| Total.....  | \$2,032 64 | \$3,048 97 | \$5,081 61  |
| Grand total operating expenses.....                     | \$4,029 09 | \$6,018 72 | \$10,047 81 |

General Balance Sheet June 30, 1891.

| ASSETS.                                       |                     |
|---|---------------------|
| Cost of road.....                             | \$88,628 30         |
| Cost of equipment.....                        | 14,090 00           |
| <i>Current assets, as follows, viz.:</i>      |                     |
| Cash on hand.....                             | 287 76              |
| Profit and loss (deficiency).....             | 39,393 94           |
|   | <u>\$142,400 00</u> |
| LIABILITIES.                                  |                     |
| Capital stock.....                            | \$100,000 00        |
| Funded debt.....                              | 40,000 00           |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt due and accrued.....  | 2,400 00            |
|   | <u>\$142,400 00</u> |

Traffic and Mileage Statistics.

| ITEM.   | All local. |
|---|------------|
| Number of passengers carried.....               | 19,568     |
| Number of passengers carried one mile.....      | 97,790     |
| Number of tons of freight carried.....          | 13,335     |
| Number of tons of freight carried one mile..... | 66,675     |
| Mixed train mileage.....                        | 10,000     |

| ITEM.   | Earnings.  | Expenses.  | Profit.    |
|---|------------|------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings). | \$5,801 75 | \$4,029 09 | \$1,772 66 |
| Rate per passenger carried.....   | 297        | 206        | 091        |
| Rate per passenger per mile.....  | 059        | 042        | 017        |
| Rate per passenger train per mile.....  | 354        | 252        | 102        |
| Freight earnings and expenses (including miscellaneous earnings).....                 | 7,334 45   | 6,018 72   | 1,315 73   |
| Rate per ton of freight carried.....  | 55         | 451        | 099        |
| Rate per ton of freight per mile.....   | 11         | 0903       | 0197       |
| Rate per freight train per mile.....  | 666        | 552        | 114        |

Engineer and fireman furnished by Middleburgh and Schoharie railroad for three years; for one quarter, since April 1, 1891, paid by Schoharie Valley and Middleburgh roads jointly.

## ITEM.

|  |            |
|--|------------|
| Computed on earnings from carrying passengers and freight only.              | All local. |
| Average rate received per mile for carrying passengers, all classes.....     | 5          |
| Average rate received per mile per ton for carrying freight, all classes ... | 11         |

## Description of Road and Equipment.

## TRACK.

Miles owned, all  
in N. Y. State.

|   |      |
|---|------|
| Main line from Schoharie Junction to Schoharie, single track..... | 4.86 |
| Laid with steel rail, main line.....                              | 4.00 |
| Laid with iron rail, main line.....                               | .38  |

| BRIDGES.            | ENTIRE LINE IN NEW YORK STATE. |                   |
|---------------------|--------------------------------|-------------------|
|                     | Number.                        | Aggregate length. |
| Iron bridges.....   | 3                              | Feet<br>74        |
| Wooden bridges..... | 1                              | 110               |
| Total.....          | 4                              | 184               |

| EQUIPMENT.                     | No. owned. | No. leased. |
|--------------------------------|------------|-------------|
|                                |            |             |
| Locomotives, 4 drivers.....    | 2          | 1           |
| First-class passenger car..... |            | 1           |

Ordinary brake and coupler used on car; common lever switch in use on entire line.

## Miscellaneous Statistics.

## ITEM.

Entire line in  
N. Y. State.

|   |          |
|---|----------|
| Telegraph owned and operated by company, miles.....                       | 5.50     |
| Total assessed value of real estate and personal property of company..... | \$22,200 |
| Length of steel rails laid during year in repairs, miles.....             | .1525    |
| Highway crossings at grade without protection.....                        | 1        |
| Highway crossings over grade.....   | 1        |

Passenger car heated by stoves, lighted with kerosene and ventilated by top ventilators.

The National Express runs over this road and pays nine cents and twelve cents per hundred pounds transported.

The government pays \$250.55 to this company yearly for transportation of mails.

## EMPLOYEES.

|   |         |
|---|---------|
| Average number of persons employed (including officials) during year... | 18      |
| Average amount of salaries and wages paid them during year.....         | \$6,758 |

## Officers of the Company.

| Name.                    | Title.   | Official Addr. |
|--------------------------|--|----------------|
| DAVID B. VROMAN.....     | President.....                                     | Schoharie.     |
| PETER C. VROMAN.....     | First Vice-President.....                          | Schoharie.     |
| CORNELIUS P. VROMAN..... | Second Vice-President.....                         | Schoharie.     |
| WM. J. VROMAN.....       | Secretary.....                                     | Schoharie.     |
| JACOB C. VROMAN.....     | General Freight Agent.....                         | Schoharie.     |
| LUCIAN VROMAN.....       | Superintendent, General Manager and Treasurer..... | Schoharie.     |

\* Leased from Middleburgh and Schoharie R. R. Co. on mileage system

**Directors of the Company.**

| <i>Name.</i>              | <i>Residence.</i> |
|---------------------------|-------------------|
| DAVID B. VBOMAN .....     | Schoharie, N. Y.  |
| PETER C. VBOMAN .....     | Schoharie, N. Y.  |
| CORNELIUS P. VBOMAN ..... | Schoharie, N. Y.  |
| WILLIAM J. VBOMAN .....   | Schoharie, N. Y.  |
| CHARLES VBOMAN .....      | Schoharie, N. Y.  |
| LUCIAN VBOMAN .....       | Schoharie, N. Y.  |
| MEADE J. VBOMAN .....     | Schoharie, N. Y.  |

Title of company, Schoharie Valley Railroad Company.

General offices at Schoharie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, April 15.

For information concerning this report, address Lucian Vroman, Superintendent and General Manager.

**SENECA FALLS AND CAYUGA LAKE.**

(Date of charter, May 24, 1886.)

No report received for year ending June 30, 1891.—*R. R. Commissioners.*

**SENECA ELECTRIC.**

(Date of charter, December 7, 1889.)

The Seneca Falls and Waterloo Railroad Company was organized under chapter 197, Laws of 1886, and chapter 532 of 1894.

It constructed and then operated its road by steam locomotives and trains of cars; fell into difficulties; its operations were suspended; part of its track was taken up under an order of the court; a receiver was appointed and it was sold out on foreclosure in October, 1889.

The purchaser and his associates reorganized under the name of "The Seneca Electric Railway," December 7, 1889.

By chapter 38, of 1890, the Legislature authorized change of motive power from steam to electricity.

It commenced operations July 13, 1890. On the morning of July 30, in a great fire at Seneca Falls, the power station was burned, and operations were suspended thereby until August 23. This report, therefore, covers only the parts of a year above indicated.

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

|   | COMMON.       |                  | Cash realized on amount outstanding. |
|---|---------------|------------------|--------------------------------------|
|   | No. of share. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 400           | \$40,000         | \$40,000                             |

**FUNDED DEBT.**

| SIGNATURE OF LIEN.   | Date.        | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable.  |                    |                     |                                      |
| with coupon is ..... | July 1, 1890 | 25           | p.c.<br>6 | Jan. 1, July 1 | \$40,000           | \$40,000            | \$40,000                             |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry, ballast, bridges, superstructure (including ties), rails and land..... |  | \$1,297 51                         |
| Road built by contract, including equipment.....   |  | 60,000 00                          |
| Purchase of constructed road, from purchaser at foreclosure.....                         |  | 20,000 00                          |
| Total cost of road.....  |  | \$81,297 51                        |

## EQUIPMENT.

|  |             |
|--|-------------|
| Equipment of power station .....             | 5,600 00    |
| Grand-total cost of road and equipment ..... | \$86,897 51 |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |
|---|------------|
| When the power station was destroyed and a new one had to be obtained the company purchased a generator, armature and other appliances at a cost of ..... | \$5,600 00 |
|---|------------|

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation, from July 13, 1890.....  | \$10,025 18 |
| Less operating expenses (excluding all taxes).....  | 6,033 43    |
| Gross income from all sources.....  | \$3,991 75  |
| <i>Deductions from income, as follows, viz.:</i>  |             |
| Interest on funded debt due and accrued.....  | \$2,400 00  |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes..... | 232 67      |
|   | 2,632 67    |
| Surplus for year ending June 30, 1891.....  | \$1,359 09  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger. | Freight. | Total.      |
|---|------------|----------|-------------|
| Freight, all local.....                 |            | \$42 15  | \$42 15     |
| Passengers, all local.....              | \$9,839 53 |          | 9,839 53    |
| <i>Miscellaneous, as follows, viz.:</i> |            |          |             |
| Rentals.....                            | \$97 50    |          |             |
| Advertisements.....                     | 46 00      |          |             |
|   | 143 50     |          | 143 50      |
| Total gross earnings.....               | \$9,983 03 | \$42 15  | \$10,025 18 |

## OPERATING EXPENSES.

|  |            |
|--|------------|
| <i>Maintenance of way and structures:</i>                              |            |
| Repairs of track and roadbed, September 30, 1890 to June 30, 1891..... | \$2,474 18 |
| Repairs of stations .....  | 80 56      |
| Total.....   | \$2,554 74 |
| <i>Maintenance of equipment:</i>                                       |            |
| Repairs of cars .....  | 10         |
| Other expenses for maintenance of equipment.....                       | 31         |
| Total .....  | \$1        |
| <i>Conducting transportation:</i>                                      |            |
| Wages of conductors and men .....                                      | 10         |
| Oil and waste .....  | 36         |
| Total .....  | \$1.       |

*General expenses:*

|  |                   |
|--|-------------------|
| Salaries of general officers and clerks.....                       | \$442 05          |
| General office expenses and supplies, stationery and printing..... | 489 92            |
| Other general expenses.....  | 250 84            |
| <b>Total .....</b>   | <b>\$1,182 81</b> |
| <b>Grand total operating expenses.....</b>                         | <b>\$3,083 42</b> |

**General Balance Sheet June 30, 1891.**

**ASSETS.**

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$91,297 51        |
| Cost of equipment.....                   | 5,600 00           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand .....                       | 2,559 09           |
|  | <b>\$89,456 60</b> |

**LIABILITIES.**

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$40,000 00        |
| Funded debt.....                              | 40,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Interest on funded debt due and accrued.....  | 1,200 00           |
| Open accounts.....                            | 6,897 51           |
| Profit and loss (surplus).....                | 1,359 09           |
|   | <b>\$89,456 60</b> |

**Traffic and Mileage Statistics.**

**ITEM.**

All local.

|  |         |
|--|---------|
| Number of passengers carried, July 12 to July 29, 1890; August 25, 1890, to June 30, 1891..... | 113,665 |
|--|---------|

**Description of Road and Equipment.**

**TRACK.**

Miles owned all in N. Y. State.

|  |   |
|--|---|
| Main line from Seneca Falls to Waterloo, single track, about ..... | 4 |
| Laid with iron rail, main line, about .....                        | 4 |

Weight of iron rails, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and dirt.

**BRIDGES.**

Entire line in N. Y. State.

|                      |   |
|----------------------|---|
| Wooden trestles..... | 3 |
|----------------------|---|

**EQUIPMENT.**

No. owned

|                              |          |
|------------------------------|----------|
| First-class motor cars ..... | 2        |
| Other cars .....             | 2        |
| Flat freight cars.....       | 2        |
| <b>Total.....</b>            | <b>6</b> |

Cars are equipped with Brill's coupler.

Two hand and two automatic switches on this line.

**Miscellaneous Statistics.**

**ITEM.**

Entire line in N. Y. State.

|  |         |
|--|---------|
| ad constructed and opened for business during the year, miles.....     | About 4 |
| tal assessed value of real estate and personal property of company.... | \$7,100 |
| ghway crossings at grade, and village streets, without protection..... | 13      |

ars are heated by small stoves, lighted with electricity and ventilated by windows.

**EMPLOYEES.**

|  |            |
|--|------------|
| rage number of persons employed (including officials) during year... | 4          |
| egate amount of salaries and wages paid them during year .....       | \$1,940 00 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| <i>Name.</i>               | <i>Title.</i>                   | <i>Official Address.</i> |
|----------------------------|---------------------------------|--------------------------|
| SIMEON L. PHILLIPS .....   | President.....                  | Seneca Falls, N. Y.      |
| JAMES H. GOULD .....       | Vice-President and Treasurer .. | Seneca Falls, N. Y.      |
| CLARENCE H. WILLIAMS ..... | Secretary.....                  | Seneca Falls, N. Y.      |
| E. F. SLACH.....           | Acting Supt. of Operations..... | Seneca Falls, N. Y.      |

## Directors of the Company.

| <i>Name.</i>                | <i>Residence.</i>   |
|-----------------------------|---------------------|
| SIMEON L. PHILLIPS.....     | Seneca Falls, N. Y. |
| JAMES H. GOULD .....        | Seneca Falls, N. Y. |
| CLARENCE H. WILLIAMS .....  | Seneca Falls, N. Y. |
| PETER H. VAN AUKEN .....    | Seneca Falls, N. Y. |
| CHARLES A. HAWLEY.....      | Seneca Falls, N. Y. |
| WILLIAM B. CLARK.....       | Waterloo, N. Y.     |
| ALONZO H. TERWILLIGER ..... | Waterloo, N. Y.     |

Title of company, "The Seneca Electric Railway.

General offices at Seneca Falls, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in March.

For information concerning this report, address James H. Gould, Treasurer.

## SILVER LAKE.

(Date of charter, July 11, 1870.)

For history of organization, etc., see Report of 1889.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                    | COMMON.        |                  | Cash realized on amount outstanding. |
|------------------------------------|----------------|------------------|--------------------------------------|
|                                    | No. of shares. | Total par value. |                                      |
| Authorized by law or charter ..... | 5,000          | \$500,000        | .....                                |
| Total now outstanding.....         | 1,200          | 120,000          | \$80,000                             |

Number of stockholders..... 13

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.          | Term, years. | INTEREST. |                | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|----------------|--------------|-----------|----------------|--------------------|---------------------|--------------------------------------|
|                      |                |              | Rate.     | When payable.  |                    |                     |                                      |
| First mortgage..     | June 1, 1886   | 10           | p. c.     | June and Dec.. | \$68,000           | \$68,000            | \$1.                                 |
| Car trust.....       | Sept. 11, 1888 | 5            | *         | Monthly .....  | 30,000             | 14,000              | 14                                   |
| Car trust.....       | Aug. 15, 1889  | 6            | *         | Quarterly..... | 64,800             | 45,900              | 45                                   |
| Car trust.....       | Oct. 1, 1890   | 8            | *         | Semi-annually. | 70,000             | 69,000              | 65                                   |
| Total.....           |                |              |           |                | \$232,800          | \$190,900           | \$190                                |

\* Not given.



# SILVER LAKE.

553

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading, masonry and ballast .....           | .....  | \$1,396 70  |
| Bridges .....                                | .....  | 53 25   |
| Superstructure (including ties) .....        | .....  | 1,068 80  |
| Rails .....                                  | .....  | 4,438 24  |
| Fences .....                                 | .....  | 11 50   |
| Passenger and freight stations .....         | .....  | 354 21  |
| Shops, machinery and tools .....             | .....  | 668 43  |
| Purchase of constructed road .....           | .....  | 128,000 00  |
| Total cost of road .....                     | .....  | \$135,991 13  |
| <b>EQUIPMENT.</b>                            |  |   |
| Passenger cars .....                         | .....  | \$824 79  |
| Freight and other cars .....                 | \$78,607 91  | 194,755 01  |
| Total cost of equipment .....                | \$78,607 91  | \$195,579 80  |
| Grand total cost of road and equipment ..... | \$78,607 91  | \$331,570 93  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Two hundred gondola coal cars and ten box cars..... \$78,607 91

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$56,972 19 |
| Less operating expenses (excluding all taxes) ..... | 16,683 97   |
| Gross income from all sources .....                 | \$40,288 22 |
| <i>Deductions from income, as follows, viz.:</i>    |             |
| Interest on funded debt due and accrued .....       | \$11,224 84 |
| Interest on floating debt .....                     | 833 14      |
| Taxes on property used in operation of road .....   | 511 27      |
| Taxes on earnings and capital stock .....           | 246 06      |
|   | 12,815 31   |
| Surplus for year ending June 30, 1891 .....         | \$27,472 91 |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$27,472 91 |
| Surplus up to June 30, 1890 .....           | 34,321 79   |
| Total surplus June 30, 1891 .....           | \$61,794 70 |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                          | Passenger. | Freight.    | Total.      |
|--------------------------|------------|-------------|-------------|
| ght, all local .....     | .....      | \$12,887 25 | \$12,887 25 |
| engers, all local .....  | \$8,223 64 | .....       | 8,223 64    |
| .....                    | 349 52     | .....       | 349 52      |
| egs .....                | 366 27     | .....       | 366 27      |
| age .....                | .....      | 35,145 51   | 35,145 51   |
| tal gross earnings ..... | \$8,939 43 | \$48,032 76 | \$56,972 19 |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

## OPERATING EXPENSES.

|   | Passenger  | Freight.    | Total       |
|---|------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>         |            |             |             |
| Repairs of track.....                             | \$1,822 94 | \$2,734 40  | \$4,557 34  |
| Repairs of stations, shops, docks, etc.....       | 37 65      | 56 47       | 94 12       |
| Total.....  | \$1,860 59 | \$2,790 87  | \$4,651 46  |
| <i>Maintenance of equipment:</i>                  |            |             |             |
| Repairs of locomotives.....                       | \$209 68   | \$314 53    | \$524 21    |
| Repairs of cars.....                              | 674 36     | 1,011 55    | 1,685 91    |
| Total.....  | \$884 04   | \$1,326 08  | \$2,210 12  |
| <i>Conducting transportation:</i>                 |            |             |             |
| Wages of conductors and men.....                  | \$396 20   | \$1,344 29  | \$2,240 49  |
| Wages of engineers and firemen.....               | 601 02     | 901 53      | 1,502 55    |
| Fuel for locomotives.....                         | 404 94     | 607 43      | 1,012 37    |
| Oil and waste.....                                | 38 65      | 57 98       | 96 63       |
| Other train supplies or expenses.....             | 3 50       | 5 25        | 8 75        |
| Wages of station agents and clerks.....           | 427 96     | 641 93      | 1,069 89    |
| Station supplies.....                             | 7 63       | 11 45       | 19 08       |
| Wages of watchmen, flagmen and switchmen.....     | 171 11     | 256 67      | 427 78      |
| Other expenses for conducting transportation..... | 264 20     | 396 29      | 660 49      |
| Total.....  | \$2,815 21 | \$4,222 82  | \$7,038 03  |
| <i>General expenses:</i>                          |            |             |             |
| Salaries of general officers and clerks.....      | \$638 03   | \$987 05    | \$1,595 08  |
| General office expenses and supplies.....         | 7 98       | 11 96       | 19 94       |
| Stationery and printing.....                      | 103 02     | 154 52      | 257 54      |
| Outside agencies and advertising.....             | 8 00       | 12 00       | 20 00       |
| Loss and damage of freight and baggage.....       | 23 80      | 35 70       | 59 50       |
| Other general expenses.....                       | 332 92     | 499 38      | 832 30      |
| Total.....  | \$1,113 75 | \$1,670 61  | \$2,784 36  |
| Grand total operating expenses.....               | \$6,673 59 | \$10,010 38 | \$16,683 97 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |            |     |              |
|---|------------|-----|--------------|
| Cost of road.....                             |            |     | \$135,991 13 |
| Cost of equipment.....                        |            |     | 196,579 80   |
| <i>Current assets, as follows, viz.:</i>      |            |     |              |
| Cash on hand.....                             | \$379 19   |     |              |
| Bills receivable.....                         | 737 01     |     |              |
| Due by agents.....                            | 618 87     |     |              |
| Open accounts.....                            | 4,372 14   |     |              |
| Materials and supplies.....                   | 452 97     |     |              |
|   |            |     | 7,055 18     |
|   |            |     | \$338,626 11 |
| LIABILITIES.                                  |            |     |              |
| Capital stock.....                            |            |     | \$40,000 00  |
| Funded debt.....                              |            |     | 190,900 00   |
| <i>Current liabilities, as follows, viz.:</i> |            |     |              |
| Interest on funded debt due and accrued.....  | \$5,354 25 |     |              |
| Audited vouchers and pay-rolls.....           | 2,375 54   |     |              |
| Loans and bills payable.....                  | 20,201 62  |     |              |
|   |            |     | 41           |
| Profit and loss (surplus).....                |            | 61. | 70           |
|   |            |     | 11           |
|   |            |     | \$338,626 11 |

## Traffic and Mileage Statistics.

| ITEM.   | AL. | AL. |
|---|-----|-----|
| Number of passengers carried.....               |     | 31  |
| Number of passengers carried one mile.....      | 1   | 94  |
| Number of tons of freight carried.....          |     | 24  |
| Number of tons of freight carried one mile..... |     | 43  |
| Mixed train mileage.....                        |     | 100 |

## SILVER LAKE.

555

## Traffic and Mileage Statistics—(Continued).

| ITEM.  | Earnings.  | Expenses.  | Profit.    |
|--|------------|------------|------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$8,939 48 | \$6,673 59 | \$2,265 84 |
| Average per passenger carried.....   | 261        | 194        | 667        |
| Average per passenger per mile.....  | 06         | 045        | 015        |
| Average per passenger train per mile.....  | 63         | 472        | 159        |
| Freight earnings and expenses (including miscellaneous earnings).....                | 48,032 76  | 10,010 38  | 38,022 38  |
| Average per ton of freight carried.....  | 853        | 177        | 676        |
| Average per ton of freight per mile.....   | 16         | 033        | 127        |
| Average per freight train per mile.....  | 3 408      | 702        | 2 706      |

## ITEM.

All local.  
Cents.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes ..... 5.58  
 Average rate received per mile per ton for carrying freight, all classes.... 4.32

## Description of Road and Equipment.

## TRACK.

Miles owned, all  
in N. Y. State.

|   |      |
|---|------|
| Main line from Perry to Silver Springs, single track..... | 6.88 |
| Sidings and turnouts on main line .....                   | .75  |
| Grand total of tracks, sidings and turnouts.....          | 7.61 |
| Laid with steel rail, main line.....                      | 6.88 |

Average life of rails—steel, 12 years, iron, 4 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs., iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

## BRIDGES.

ENTIRE LINE IN NEW  
YORK STATE.

|                    | Number. | Aggregate length. |
|--------------------|---------|-------------------|
| Iron bridges ..... | 1       | Feet.<br>50       |

## EQUIPMENT.

|                                    | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent coupler. |
|------------------------------------|------------|-----------------------|--------------------------------|-----------------------------------|
| Locomotives, 4 drivers.....        | 1          | \$8,000               | 26,000                         | .....                             |
| First-class passenger car .....    | 1          | .....                 | .....                          | .....                             |
| Second-class passenger car.....    | 1          | .....                 | .....                          | .....                             |
| Passage, mail and express car..... | 1          | .....                 | .....                          | .....                             |
| Total.....                         | 3          | .....                 | .....                          | .....                             |
| Freight cars .....                 | 20         | .....                 | .....                          | 20                                |
| Freight cars .....                 | 500        | .....                 | .....                          | 500                               |
| Total .....                        | 520        | .....                 | .....                          | 520                               |

and brake and link coupler are used on passenger cars; hand brake and automatic  
 er on freight and coal cars.  
 non lever switches are used on the entire line.

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Total assessed value of real estate and personal property of company.... | \$52,000                       |
| Highway crossings at grade without protection.....                       | 1                              |

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by windows in tops.

The American Express Company runs over this road at agreed rates, based on tonnage.

The United States government pays this company \$394.52 yearly for transporting the mails twice daily each way.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 592      | 1.05      |
| Grain.....                                 | 1,619    | 2.87      |
| Live stock.....                            | 708      | 1.25      |
| Lumber.....                                | 1,609    | 2.85      |
| Iron or other ores.....                    | 75       | .13       |
| Coal and coke.....                         | 12,725   | 22.60     |
| Petroleum and other oils.....              | 92       | .16       |
| Manufactures.....                          | 731      | 1.33      |
| All other merchandise.....                 | 2,101    | 3.73      |
| Ice.....                                   | 25,063   | 44.55     |
| All other agricultural products.....       | 55       | .09       |
| Salt.....                                  | 9,996    | 17.75     |
| All other articles not included above..... | 845      | 1.53      |
| Total.....                                 | 56,284   | 100       |

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during year... | 19         |
| Aggregate amount of salaries and wages paid them during year.....       | \$6,835 79 |

## Officers of the Company.

| Name.                     | Title.              | Official Address. |
|---------------------------|---------------------|-------------------|
| ARTHUR G. YATES.....      | President.....      | Rochester, N. Y.  |
| H. H. WARNER.....         | Vice-President..... | Rochester, N. Y.  |
| CHARLES H. BLAKESLEE..... | Secretary.....      | Rochester, N. Y.  |
| H. H. WARNER.....         | Treasurer.....      | Rochester, N. Y.  |

## Directors of the Company.

| Name.                     | Residence.       |
|---------------------------|------------------|
| ARTHUR G. YATES.....      | Rochester, N. Y. |
| H. H. WARNER.....         | Rochester, N. Y. |
| W. L. KINGMAN.....        | Rochester, N. Y. |
| GEORGE E. MERCHANT.....   | Rochester, N. Y. |
| CHARLES H. BLAKESLEE..... | Rochester, N. Y. |
| CLINTON C. HICKS.....     | Rochester, N. Y. |
| EARL B. PUTNAM.....       | Rochester, N. Y. |
| F. W. YATES.....          | Rochester, N. Y. |
| HARRY YATES.....          | Rochester, N. Y. |
| R. T. TUTTLE.....         | Perry, N. Y.     |
| H. N. PAGE.....           | Perry, N. Y.     |
| C. W. G. NOBLES.....      | Perry, N. Y.     |
| M. H. OLIN.....           | Perry, N. Y.     |

Title of company, Silver Lake Railway Company.

General offices at Rochester, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address Charles H. Blakeslee, Secretary.

## SKANEATELES.

(Date of charter, April 17, 1866.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                   | Cash realized on amount outstanding. |
|---|----------------|-------------------|--------------------------------------|
|   | No. of shares. | Total. par value. |                                      |
| Authorized by law or charter.....           | 1,000          | \$100,000         | .....                                |
| Issued for actual cash and now outstanding. | 778            | 77,800            | \$77,800                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST.  |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|------------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.      | When payable. |                    |                     |                                      |
| First mort. bonds.   | July 1, 1879 | 30           | p. c.<br>6 | July & Jan.   | \$40,000           | \$20,000            | \$20,000                             |

## Cost of Road and Equipment.

| ROAD.   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Grading, masonry and ballast .....                          |  | \$9,750 10                         |
| Bridges.....  |  | 2,718 20                           |
| Superstructure (including ties) and rails.....              |  | 36,886 63                          |
| Land.....   |  | 8,116 64                           |
| Passenger and freight stations, engine and car-houses ..... |  | 3,193 69                           |
| Shops, machinery and tools.....                             |  | 3,957 74                           |
| Engineering expenses .....                                  |  | 1,981 54                           |
| Total cost of road .....                                    |  | \$66,874 44                        |
| EQUIPMENT.  |  |                                    |
| Locomotives .....   |  | \$31,581 31                        |
| Passenger, mail, baggage and express cars.....              |  | 9,344 01                           |
| Freight and other cars.....                                 |  | 800 24                             |
| Total cost of equipment.....                                |  | \$41,725 56                        |
| Grand total cost of road and equipment .....                |  | \$108,300 00                       |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                           | \$29,921 68 |
| Less operating expenses (excluding all taxes).....           | 21,983 05   |
| Gross income from all sources.....                           | \$7,938 63  |
| deductions from income, as follows, viz.:                    |             |
| Interest on funded debt due and accrued.....                 | \$684 00    |
| Taxes on property used in operation of road.....             | 834 56      |
|  | 1,518 56    |
| Net income from all sources.....                             | \$6,420 07  |
| Dividends from net income, as follows, viz.:                 |             |
| Dividends declared, 4 per cent on \$77,800 common stock..... | 3,112 00    |
| Surplus for year ending June 30, 1891 .....                  | \$3,308 07  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Income Account.

|   |                    |
|---|--------------------|
| Surplus for year ending June 30, 1891 ..... | \$3,306 07         |
| Surplus up to June 30, 1890.....            | 25,778 65          |
| Total surplus June 30, 1891.....            | <u>\$29,085 63</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                             | Passenger.         | Freight.           | Total.             |
|-----------------------------|--------------------|--------------------|--------------------|
| Freight, all local.....     |                    | \$19,164 94        | \$19,164 94        |
| Passengers, all local ..... | \$8,606 70         |                    | 8,606 70           |
| Mail.....                   | 230 28             |                    | 230 28             |
| Express .....               | 1,136 12           |                    | 1,136 12           |
| Miscellaneous .....         | 391 82             | 391 82             | 783 64             |
| Total gross earnings.....   | <u>\$10,364 92</u> | <u>\$19,556 76</u> | <u>\$29,921 68</u> |

## OPERATING EXPENSES.

|  |                    |                    |                    |
|--|--------------------|--------------------|--------------------|
| <i>Maintenance of way and structures:</i>          |                    |                    |                    |
| Repairs of track and roadbed.....                  | \$1,648 87         | \$1,648 87         | \$3,297 74         |
| Repairs of stations, shops.....                    | 1,139 51           | 1,139 52           | 2,279 03           |
| Total .....  | <u>\$2,788 38</u>  | <u>\$2,788 39</u>  | <u>\$5,576 77</u>  |
| <i>Maintenance of equipment:</i>                   |                    |                    |                    |
| Repairs of locomotives.....                        | \$2,397 49         | \$2,397 49         | \$4,794 98         |
| Repairs of cars .....                              | 186 29             |                    | 186 29             |
| Total .....  | <u>\$2,583 78</u>  | <u>\$2,397 49</u>  | <u>\$4,981 27</u>  |
| <i>Conducting transportation:</i>                  |                    |                    |                    |
| Wages of conductors and men .....                  | \$510 00           | \$510 00           | \$1,020 00         |
| Wages of engineers and firemen.....                | 1,140 00           | 1,140 00           | 2,280 00           |
| Fuel for locomotives .....                         | 890 38             | 890 39             | 1,780 77           |
| Oil and waste .....                                | 101 64             | 101 63             | 203 27             |
| Water supply .....                                 | 124 87             | 124 88             | 249 75             |
| Wages of station agents and clerks .....           | 432 50             | 432 50             | 865 00             |
| Station supplies .....                             | 153 97             | 153 98             | 307 95             |
| Wages of watchmen, flagmen and switchmen.....      | 201 25             | 201 25             | 402 50             |
| Other expenses for conducting transportation ..... | 807 88             | 807 89             | 1,615 77           |
| Total .....  | <u>\$4,362 49</u>  | <u>\$4,362 52</u>  | <u>\$8,725 01</u>  |
| <i>General expenses:</i>                           |                    |                    |                    |
| Salaries of general officers and clerks.....       | \$1,350 00         | \$1,350 00         | \$2,700 00         |
| Grand total operating expenses .....               | <u>\$11,084 65</u> | <u>\$10,898 40</u> | <u>\$21,983 05</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road.....                        | \$66,574 44         |
| Cost of equipment.....                   | 41,725 56           |
| <i>Current assets, as follows, viz.:</i> |                     |
| Cash on hand .....                       | 19,086 62           |
|  | <u>\$127,366 62</u> |

## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock.....                            | \$77,500 00         |
| Funded debt.....                              | 20 00               |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt due and accrued ..... | 29 00               |
| Profit and loss (surplus) .....               |                     |
|   | <u>\$127,366 62</u> |

# SKANEATELES.

559

## Traffic and Mileage Statistics.

### ITEM.

All local.

|   |         |
|---|---------|
| Number of passengers carried.....               | 37,197  |
| Number of passengers carried one mile.....      | 167,386 |
| Number of tons of freight carried.....          | 45,924  |
| Number of tons of freight carried one mile..... | 144,670 |
| Mixed trains mileage.....                       | 17,376  |

### ITEM.

Earnings.

|   |             |
|---|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$10,364 92 |
| Average per passenger carried.....  | 278         |
| Average per passenger per mile.....   | 0612        |
| Average per passenger train per mile.....   | 5 96        |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 19,556 76   |
| Average per ton of freight carried.....   | 4258        |
| Average per ton of freight per mile.....  | 361         |
| Average per freight train per mile.....   | 11 25       |

### ITEM.

All local.  
Cents.

|  |       |
|--|-------|
| Computed on earnings from carrying passengers and freight only.              |       |
| Average rate received per mile for carrying passengers, all classes.....     | 5.14  |
| Average rate received per mile per ton for carrying freight, all classes ... | 13.51 |

## Description of Road and Equipment.

### TRACK.

Miles owned, all  
in N. Y. State.

|  |   |
|--|---|
| Main line from Junction to Skaneateles, single track ..... | 5 |
| Sidings and turnouts on main line .....                    | 1 |
| Grand total of tracks, sidings and turnouts .....          | 6 |
| Laid with steel rail, main line .....                      | 5 |
| Laid with iron rail, sidings.....                          | 1 |

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

### BRIDGES.

ENTIRE LINE IN NEW YORK  
STATE.

|                     | Number. | Aggregate<br>length. |
|---------------------|---------|----------------------|
| Wooden bridges..... | 11      | Feet.<br>470         |

### EQUIPMENT.

No. owned.

|                                     |   |
|-------------------------------------|---|
| Locomotives, 4 drivers.....         | 2 |
| First-class passenger cars .....    | 2 |
| Baggage, mail and express cars..... | 2 |
| Total .....                         | 4 |
| Flat freight cars .....             | 1 |
| Caboose, 4-wheel car.....           | 1 |
| Total .....                         | 2 |

Hand brake and link and pin coupler used on cars on this road.  
Common target switches in use on entire line.

## Miscellaneous Statistics.

### ITEM.

Entire line in  
N. Y. State.

|   |          |
|---|----------|
| Assessed value of real and personal property of company.....  | \$50,000 |
| Way crossings at grade without protection .....   | 8        |
| Passenger cars are heated by Spear heaters, lighted with kerosene oil and ventilated by ordinary ventilators. |          |
| American Express Company runs over this road.   |          |
| United States government pays \$230.28 per annum for transportation of mails.                                 |          |

## REPORT OF THE RAILROAD COMMISSIONERS.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage.      |
|---|---------------|
| Flour .....                                 | 418           |
| Grain .....                                 | 1,899         |
| Meats and provisions .....                  | 63            |
| Live stock .....                            | 238           |
| Lumber .....                                | 4,513         |
| Pig and bar iron and steel .....            | 68            |
| Coal and coke .....                         | 17,801        |
| Petroleum and other oils .....              | 121           |
| Manufactures .....                          | 11,485        |
| All other merchandise .....                 | 904           |
| All other agricultural products .....       | 2,227         |
| All other articles not included above ..... | 6,502         |
| <b>Total.....</b>                           | <b>45,934</b> |

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during year... | 17         |
| Aggregate amount of salaries and wages paid them during year.....       | \$9,707 69 |

## Officers of the Company.

| Name.                | Title.              | Official Address.  |
|----------------------|---------------------|--------------------|
| JOHN E. WALLER ..... | President.....      | Skaneateles, N. Y. |
| H. C. SHERMAN .....  | Vice-President..... | Skaneateles, N. Y. |
| GEO. BARBOW .....    | Secretary.....      | Skaneateles, N. Y. |
| J. McNAMARA .....    | Treasurer .....     | Skaneateles, N. Y. |

## Directors of the Company.

| Name.                     | Residence.         |
|---------------------------|--------------------|
| JOHN E. WALLER .....      | Skaneateles, N. Y. |
| HIRAM C. SHERMAN .....    | Skaneateles, N. Y. |
| JOHN H. GREGORY.....      | Skaneateles, N. Y. |
| JOAB L. OLIFT .....       | Skaneateles, N. Y. |
| LEWIS B. FITCH .....      | Skaneateles, N. Y. |
| FREDERICK ROOSEVELT ..... | Skaneateles, N. Y. |
| JOHN McNAMARA.....        | Skaneateles, N. Y. |

Title of company, Skaneateles Railroad Company.

General offices at Skaneateles, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, October 25.

For information concerning this report, address J. McNamara, Treasurer.

## SMITHTOWN AND PORT JEFFERSON.

## LESSOR.

## LESSEE—LONG ISLAND.

(Date of charter, April 9, 1870.)

For history of organization, etc., see Reports of 1883 and 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                     | Cash ..<br>on am<br>outst.. |
|---|----------------|---------------------|-----------------------------|
|   | No. of shares. | Total<br>par value. |                             |
| Authorized by law or charter .....          | 8,000          | \$200,000           | .....                       |
| Issued for actual cash and now outstanding. | 3,219          | 80,475              | .....                       |
| Number of stockholders.....                 |                |                     |                             |



# SMITHTOWN AND PORT JEFFERSON.

561

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | Date.         | Term, years. | INTEREST. |                 | Amount authorized. | Amount outstanding. |
|-----------------------------|---------------|--------------|-----------|-----------------|--------------------|---------------------|
|                             |               |              | Rate.     | When payable.   |                    |                     |
| Bonds secured by mortgage.. | Sept. 1, 1871 | ....         | P.C.<br>7 | Mar. 1, Sept. 1 | \$600,000          | \$600,000           |

## Officers of the Company.

| Name.                    | Title.                  | Official Address.              |
|--------------------------|-------------------------|--------------------------------|
| DAVID T. BAYLES .....    | President.....          | Stony Brook, L. I., N. Y.      |
| JAMES CLINCH SMITH ..... | Treasurer.....          | Smithtown Branch, L. I., N. Y. |
| ROSWELL W. KEENE .....   | Secretary.....          | 280 Broadway, New York city.   |
| JAMES E. BAYLES .....    | Executive Committee.    |                                |
| DAVID T. BAYLES .....    |                         |                                |
| JACOB B. CONKLIN .....   |                         |                                |
| ROSWELL W. KEENE .....   |                         |                                |
| JAMES CLINCH SMITH ..... | Inspectors of Election. |                                |
| JACOB B. CONKLIN .....   |                         |                                |

## Directors of the Company.

| Name.                   | Residence.                     |
|-------------------------|--------------------------------|
| DAVID T. BAYLES.....    | Stony Brook, L. I., N. Y.      |
| JAMES CLINCH SMITH..... | Smithtown Branch, L. I., N. Y. |
| ROSWELL W. KEENE.....   | 280 Broadway, New York city.   |
| JAMES DAYTON.....       | Port Jefferson, L. I., N. Y.   |
| SELAH B. STRONG.....    | Setauket, L. I., N. Y.         |
| JAMES E. BAYLES.....    | Port Jefferson, L. I., N. Y.   |
| JONAS SMITH.....        | Stony Brook, L. I., N. Y.      |
| JACOB B. CONKLIN.....   | Smithtown Branch, L. I., N. Y. |
| CHARLES H. HALLECK..... | St. Johnland, L. I., N. Y.     |
| GEORGE W. HALLOCK.....  | Smithtown Branch, L. I., N. Y. |
| EGBERT BRUSH.....       | Smithtown Branch, L. I., N. Y. |
| CARL S. BURR.....       | Comae, L. I., N. Y.            |
| FRANK P. NORTON.....    | Stony Brook, L. I., N. Y.      |

Title of company, Smithtown and Port Jefferson Railroad Company.

General offices at Smithtown Branch, L. I., N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, June 9.

For information concerning this report, address Roswell W. Keene, Secretary, 280 Broadway, New York city.

## SOUTHERN CENTRAL.

(Date of charter, November 17, 1865.)

For history of organization, see Reports of 1885 and 1888.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....          | 30,000         | \$3,000,000      | .....                                |
| Issued for actual cash and now outstanding | 17,749.5       | 1,774,950        | \$1,774,950                          |

Number of stockholders .....

396

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN.                 | Date.        | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---|--------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|   |              |              | Rate.     | When<br>payable. |                            |                             |  |
| First mortgage....                      | Aug. 1, 1869 | 30           | p.c.<br>7 | Feb. & Aug.      | \$1,500,000                | \$90,000                    | \$79,390 90  |
| First consolidated<br>mortgage.....     | Feb. 1, 1892 | 40           | 5         | Aug. & Feb.      | 3,400,000                  | 3,300,000                   | 3,133,426 53                                       |
| Interest bonds....                      | Aug. 1, 1887 | 10           | 7         | Aug. & Feb.      | 579,670                    | 1,050                       | 1,050 00   |
| Funded coup. bd's,<br>consol'd mortg'e. | Nov. 1, 1887 | 10           | 4         | Aug. & Feb.      | 494,970                    | 475,740                     | .....  |
| Total.....                              | .....        | .....        | .....     | .....            | \$5,974,640                | \$3,866,790                 | .....  |

## Cost of Road.

Total cost up to  
June 30, 1891.

|  |                |
|--|----------------|
| Grading, masonry and ballast .....                 | \$966,842 31   |
| Bridges.....                                       | 204,226 89     |
| Superstructure (including ties)....                | 647,329 74     |
| Rails.....   | 1,283,775 43   |
| Land and land damage.....                          | 417,136 80     |
| Fences.....  | 130,866 65     |
| Passenger and freight stations .....               | 62,040 69      |
| Engine and car-houses .....                        | 29,410 07      |
| Shops, machinery and tools .....                   | 44,381 03      |
| Fuel and water stations .....                      | 24,305 61      |
| Engineering expenses .....                         | 94,069 91      |
| Interest and discount charged to construction..... | 337,701 49     |
| Telegraph line.....                                | 11,407 83      |
| Wharfing.....                                      | 128,311 00     |
| Fair Haven elevator .....                          | 4,043 51       |
| Total cost of road.....                            | \$4,376,506 66 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....   | \$521,919 23 |
| Less operating expenses (excluding all taxes).....   | 431,790 85   |
| Gross income from all sources.....   | \$90,138 38  |
| <i>Deductions from income, as follows, viz.:</i>   |              |
| Interest on funded debt due and accrued.....   | \$190,403 10 |
| Taxes on property used in operation of road, on earnings<br>and capital stock and other taxes..... | 18,593 84    |
| Interest on current liabilities.....   | 8,909 53     |
|  | 217,906 97   |
| Deficit for year ending June 30, 1891 .....  | \$127,767 59 |

## General Income Account.

|  |                |
|--|----------------|
| Deficit for year ending June 30, 1891..... | \$127,767 59   |
| Deficit up to June 30, 1890 .....          | 1,663,326 68   |
| Total deficit June 30, 1891.....           | \$1,791,094 27 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.  | Freight.     | Total.  |
|---|-------------|--------------|---------|
| Freight, through and local .....        |             | \$375,080 81 | \$375.0 |
| Passengers, through and local.....      | \$79,188 30 |              | 79.1    |
| Mail.....                               | 12,321 12   |              | 12.3    |
| Express.....                            | 4,509 62    |              | 4.      |
| <i>Miscellaneous, as follows, viz.:</i> |             |              |         |
| Telegraph.....                          | 520 32      | 706 86       | 1..     |
| Rentals.....                            | 108 86      | 147 88       | 2       |
| Docks .....                             |             | 49,335 56    | 49.3    |
| Total gross earnings.....               | \$96,648 12 | \$425,271 11 | \$521   |

## Analysis of Gross Earnings and Operating Expenses—(Continued).

## OPERATING EXPENSES.

|   | Passenger.   | Freight.     | Total.       |
|---|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                       |              |              |              |
| Repairs of track and roadbed .....                              | \$39,044 51  | \$53,041 59  | \$92,086 10  |
| Steel rails laid, cost, \$7,862.74.                             |              |              |              |
| Repairs of bridges (including culverts and cattle-guards) ..... | 7,783 66     | 10,574 04    | 18,357 70    |
| Repairs of stations, shops, docks, etc. ....                    | 6,126 89     | 8,323 33     | 14,450 22    |
| Repairs of fences .....   | 2,224 05     | 3,021 35     | 5,245 40     |
| Other expenses for maintenance of way and structures .....      | 422 80       | 6,959 60     | 7,382 40     |
| Total .....   | \$55,601 91  | \$81,919 91  | \$137,521 82 |
| <i>Maintenance of equipment:</i>                                |              |              |              |
| Repairs of locomotives .....                                    | \$60 01      | \$81 53      | \$141 54     |
| Repairs of cars .....   | 2,962 93     | 10,931 84    | 13,894 77    |
| Other expenses for maintenance of equipment .....               | 8 73         | 11 87        | 20 60        |
| Total .....   | \$3,031 67   | \$11,025 24  | \$14,056 91  |
| <i>Conducting transportation:</i>                               |              |              |              |
| Wages of conductors and men .....                               | \$11,511 56  | \$31,813 11  | \$43,324 67  |
| Wages of engineers and firemen .....                            | 12,781 45    | 30,939 24    | 43,720 69    |
| Fuel for locomotives .....                                      | 25,045 12    | 34,023 56    | 59,068 68    |
| Water supply .....  | 424 61       | 576 84       | 1,001 45     |
| Other train supplies or expenses .....                          | 1,714 99     | 353 18       | 2,068 17     |
| Wages of station agents and clerks .....                        | 6,978 48     | 9,480 21     | 16,458 69    |
| Wages for labor at stations .....                               | 1,608 22     | 5,400 21     | 7,008 43     |
| Station supplies .....  | 529 06       | 718 73       | 1,247 79     |
| Wages of watchmen, flagmen and switchmen .....                  | 2,326 43     | 3,160 44     | 5,486 87     |
| Other expenses for conducting transportation .....              | 25,782 53    | 41,963 75    | 67,746 28    |
| Total .....   | \$88,702 45  | \$158,429 27 | \$247,131 72 |
| <i>General expenses:</i>  |              |              |              |
| Salaries of general officers and clerks .....                   | \$2,467 03   | \$3,351 43   | \$5,818 46   |
| General office expenses and supplies .....                      | 84 16        | 114 33       | 198 49       |
| Stationery and printing .....                                   | 534 50       | 726 12       | 1,260 62     |
| Outside agencies and advertising .....                          |              | 1,012 96     | 1,012 96     |
| Legal expenses .....  | 444 07       | 603 27       | 1,047 34     |
| Loss and damage of freight and baggage ..                       | 28 66        | 43 10        | 71 76        |
| Injuries to persons .....                                       | 91 93        |              | 91 93        |
| Telegraph maintenance and operation .....                       | 3,374 96     | 4,584 85     | 7,959 81     |
| Other general expenses .....                                    | 2,254 46     | 13,354 57    | 15,609 03    |
| Total .....   | \$9,279 77   | \$23,790 68  | \$33,070 40  |
| Grand total operating expenses .....                            | \$156,615 80 | \$275,165 05 | \$431,780 85 |

## General Balance Sheet, June 30, 1891.

## ASSETS.

|                                  |                       |
|----------------------------------|-----------------------|
| C of road .....                  | \$4,375,508 66        |
| F it and loss (deficiency) ..... | 1,791,096 17          |
|                                  | <u>\$6,167,604 83</u> |

## LIABILITIES.

|                   |                       |
|-------------------|-----------------------|
| C tal stock ..... | \$1,774,950 00        |
| E ed debt .....   | 2,866,790 00          |
| S les .....       | 525,864 83            |
|                   | <u>\$6,167,604 83</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Traffic and Mileage Statistics.

| ITEM.   | Total.     |
|---|------------|
| Number of passengers carried.....               | 217,081    |
| Number of passengers carried one mile.....      | 2,538,897  |
| Number of tons of freight carried.....          | 657,487    |
| Number of tons of freight carried one mile..... | 58,636,984 |
| Passenger train mileage.....                    | 234,853    |
| Freight train mileage.....                      | 317,997    |
| Total train mileage.....                        | 552,850    |

| ITEM.  | Earnings.   | Expenses.    | Loss.       |
|--|-------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$96,648 12 | \$156,615 80 | \$59,967 68 |
| Average per passenger carried.....   | 445         | 721          | 276         |
| Average per passenger per mile.....  | 0.069       | 0.436        | 0.167       |
| Average per passenger train per mile.....  | 413         | 67           | 347         |
| Freight earnings and expenses (including miscellaneous earnings).....                | 425,271 11  | 275,165 05   | 150,106 06  |
| Average per ton of freight carried.....  | 646         | 418          | 228         |
| Average per ton of freight per mile.....   | 0.0724      | 0.0468       | 0.0256      |
| Average per freight train per mile.....  | 1 337       | 865          | 472         |

| ITEM.  | Through and local. |
|--|--------------------|
| Computed on earnings from carrying passengers and freight only.              | Cents.             |
| Average rate received per mile for carrying passengers, all classes.....     | 2.2                |
| Average rate received per mile per ton for carrying freight, all classes.... | .639               |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. |
|---|----------------------------------|
| Main line from State Line to North Fair Haven, single track.....  | 115.03                           |
| Sidings and turnouts on main line.....  | 26.33                            |
| Grand total of tracks, sidings and turnouts.....  | 141.36                           |
| Laid with steel rail, main line.....  | 123.64                           |
| Laid with iron rail, main line.....   | 18.72                            |
| Average life of ties, 6 years; weight of rails per yard — steel, maximum, 66 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel. |                                  |

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 6,121    | .93       |
| Grain.....                                 | 12,611   | 1.92      |
| Meats and provisions.....                  | 1,957    | .29       |
| Lumber.....                                | 30,289   | 4.61      |
| Pig and bar iron and steel.....            | 22,518   | 3.43      |
| Iron or other ores.....                    | 50,612   | 7.70      |
| Coal and coke.....                         | 383,717  | 58.36     |
| Petroleum and other oils.....              | 83       | .01       |
| All other agricultural products.....       | 54,108   | 8.26      |
| All other articles not included above..... | 95,471   | 14.49     |
| Total.....                                 | 657,487  |           |

## Officers of the Company.

| Name.              | Title.                   | Official Address. |
|--------------------|--------------------------|-------------------|
| T. C. PLATT.....   | President.....           | New York city.    |
| JOHN N. KNAPP..... | Vice-President.....      | Auburn, N. Y.     |
| D. A. SMITH.....   | Secretary.....           | Auburn, N. Y.     |
| H. L. STORKE.....  | Treasurer.....           | Auburn, N. Y.     |
| H. D. TITUS.....   | Assistant Treasurer..... | Auburn, N. Y.     |

## Directors of the Company.

| <i>Name.</i>        | <i>Residence.</i>    |
|---------------------|----------------------|
| E. P. WILBUR.....   | South Bethlehem, Pa. |
| T. C. PLATT.....    | New York city.       |
| JOHN N. KNAPP.....  | Auburn, N. Y.        |
| E. R. ROBINSON..... | Fair Haven, N. Y.    |
| WM. STEVENSON.....  | Sayre, Pa.           |
| H. L. STORKE.....   | Auburn, N. Y.        |
| JOHN W. DWIGHT..... | Dryden, N. Y.        |
| JAMES G. KNAPP..... | Auburn, N. Y.        |
| R. W. CLINTON.....  | Newark Valley, N. Y. |
| D. H. MARSH.....    | Groton, N. Y.        |
| D. A. SMITH.....    | Auburn, N. Y.        |
| JOHN TAYLOR.....    | South Bethlehem, Pa. |
| S. E. DAY.....      | Moravia, N. Y.       |

Title of company, The Southern Central Railroad Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in November.

For information concerning this report, address John R. Fanshawe, Secretary Lehigh Valley Railroad, 228 South Third street, Philadelphia, Pa.

## SOUTHFIELD BRANCH.

(Date of charter, September 18, 1868.)

Road not operated during the year ending June 30, 1891.

## Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash and now outstanding..... | 100            | \$10,000         | \$1,000                              |

Number of stockholders..... 13

## Cost of Road.

Total cost up to June 30, 1891.

|  |             |
|--|-------------|
| Grading, masonry, ballast, bridges, superstructure (including ties) and rails..... | \$16,240 45 |
| Land, land damages and fences .....  | 1,146 10    |
| Engineering expenses .....   | 397 62      |
| Total cost of road .....   | \$17,784 17 |

## Income Account for Year Ending June 30, 1891.

*Deductions from income, as follows, viz.:*

|  |         |
|--|---------|
| Losses on property used in operation of road.....              | \$20 22 |
| Losses other than above (Board of Railroad Commissioners)..... | 3 81    |
| Deficit for year ending June 30, 1891.....                     | \$24 03 |

## General Income Account.

|   |            |
|---|------------|
| Deficit for year ending June 30, 1891 ..... | \$24 03    |
| Deficit up to June 30, 1890 .....           | 3,237 16   |
| Total deficit June 30, 1891 .....           | \$3,261 19 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.                                |                    |
|--|--------------------|
| Cost of road.....                      | \$17,784 17        |
| Current assets, as follows, viz.:      |                    |
| Materials and supplies.....            | 51 30              |
| Profit and loss (deficiency).....      | 3,261 19           |
|  | <u>\$21,096 46</u> |
| LIABILITIES.                           |                    |
| Capital stock.....                     | \$1,000 00         |
| Current liabilities, as follows, viz.: |                    |
| Loans and bills payable .....          | 20,096 46          |
|  | <u>\$21,096 46</u> |

## Description of Road and Equipment.

| TRACK.  | Miles owned all<br>in N. Y. State. |
|---|------------------------------------|
| Main line from Southfield to Southfield furnace, single track.....                              | 1                                  |
| Laid with iron rail, main line.....   | 1                                  |
| Weight of rails per yard—iron, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with gravel. |                                    |

## Officers of the Company.

| Name.                 | Title.               | Official Address.     |
|-----------------------|----------------------|-----------------------|
| MAGRANE COXE .....    | President.....       | 43 Wall street, N. Y. |
| LOUIS C. CLARK .....  | Treasurer.....       | 43 Wall street, N. Y. |
| PETER T. BARLOW ..... | Secretary.....       | 43 Wall street, N. Y. |
| C. R. WESTBROOK ..... | General Manager..... | Sterlington, N. Y.    |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| PETER T. BARLOW.....   | New York city.    |
| LOUIS C. CLARK .....   | New York city.    |
| D. CRAWFORD CLARK..... | New York city.    |
| JAY COOK, JR. ....     | Philadelphia, Pa. |
| T. GORTON COOMBE ..... | New York city.    |
| MAGRANE COXE.....      | New York city.    |
| JAMES P. SCOTT .....   | Philadelphia, Pa. |

Title of company, Southfield Branch Railroad Company.  
 General offices at 43 Wall street, New York city.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, first Tuesday in April.  
 For information concerning this report address Magrane Coxé, President.

## SPUYTEN DUYVIL AND PORT MORRIS.

## LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 24, 1867.)

## Capital Stock.

|  | COMMON.        |                        |
|--|----------------|------------------------|
|  | No. of shares. | T <sup>l</sup><br>par. |
| Authorized by law or charter and now outstanding ..... | 9,890          | \$ 00                  |
| Number of stockholders.....                            |                | 14                     |

| <b>Cost of Road.</b>                  |  | <b>Total cost up to<br/>June 30, 1891.</b> |
|---------------------------------------|--|--|
| Grading, masonry and ballast .....    |  | \$433,461 31                               |
| Bridges.....                          |  | 84,037 31                                  |
| Superstructure (including ties) ..... |  | 161,213 41                                 |
| Land.....                             |  | 228,869 76                                 |
| Shops, machinery and tools .....      |  | 8,469 29                                   |
| Engineering expenses .....            |  | 73,458 92                                  |
| <b>Total cost of road .....</b>       |  | <b>\$989,000 00</b>                        |

**Income Account for Year Ending June 30, 1891.**

|  |             |
|--|-------------|
| Rental from New York Central and Hudson River Railroad Company,<br>lessee..... | \$79,120 00 |
|--|-------------|

*Payments from net income, as follows, viz.:*

|  |           |
|--|-----------|
| Dividends declared, 8 per cent on \$989,000, common stock..... | 79,120 00 |
|--|-----------|

**General Balance Sheet June 30, 1891.**

| <b>ASSETS.</b>      |            |
|---------------------|------------|
| Cost of road .....  | 989,000 00 |
| <b>LIABILITIES.</b> |            |
| Capital stock.....  | 989,000 00 |

**Officers of the Company.**

| <i>Name.</i>             | <i>Title.</i>      | <i>Official Address.</i>           |
|--------------------------|--------------------|------------------------------------|
| CORNELIUS VANDERBILT.... | Vice-President.... | Grand Central Station, N. Y. city. |
| EDWIN D. WORCESTER ..... | Secretary.....     | Grand Central Station, N. Y. city. |
| CHARLES C. CLARKE.....   | Treasurer.....     | Grand Central Station, N. Y. city. |

**Directors of the Company.**

| <i>Name.</i>                 | <i>Residence.</i> |
|------------------------------|-------------------|
| CORNELIUS VANDERBILT.....    | New York city.    |
| WILLIAM K. VANDERBILT.....   | New York city.    |
| FREDERICK W. VANDERBILT..... | New York city.    |
| CHAUNCEY M. DEPEW.....       | New York city.    |
| CHARLES C. CLARKE.....       | New York city.    |
| HORACE J. HAYDEN.....        | New York city.    |
| SAMUEL F. BARGER.....        | New York city.    |
| JOHN B. DUTCHER.....         | New York city.    |
| JOHN E. BURRILL.....         | New York city.    |
| FRANCIS P. FREEMAN.....      | New York city.    |
| ALFRED VAN SANTVOORD.....    | New York city.    |
| EDWIN D. WORCESTER.....      | New York city.    |
| H. WALTER WEBB.....          | New York city.    |

Title of company, Spuyten Duyvil and Port Morris Railroad.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in July.

For information concerning this report, address John Carstensen, Comptroller, Grand Central Station, New York city.

## STATEN ISLAND.

LESSOR.

LESSEE—STATEN ISLAND RAPID TRANSIT.

(Date of charter, March 30, 1873.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding |
|--|----------------|---------------------|---|
|  | No. of shares. | Total<br>par value. |   |
| Authorized by law or charter.....          | 60,000         | \$900,000           | .....                                     |
| Issued for actual cash and now outstanding | 14,000         | 210,000             | \$210,000                                 |

Number of stockholders ..... 141

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.        | Term,<br>years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|--------------|-----------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |              |                 | Rate.     | When<br>payable. |                            |                             |  |
| First mortgage....      | Apr. 1, 1873 | 20              | p.c.<br>7 | April & Oct.     | \$300,000                  | \$300,000                   | \$270,000  |

## Cost of Road and Equipment.

| ROAD.                                       |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Purchase of constructed road.....           |  | \$291,190 00                       |
| EQUIPMENT.                                  |  |                                    |
| Locomotives .....                           |  | \$23,292 02                        |
| Passenger cars .....                        |  | 24,915 84                          |
| Mail, baggage and express cars .....        |  | 4,100 00                           |
| Ferry boats.....                            |  | 294,388 53                         |
| Total cost of equipment.....                |  | \$346,696 39                       |
| Grand total cost of road and equipment..... |  | \$637,886 39                       |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| <i>Income from all sources, as follows, viz.:</i>                |             |
| Rental from lessee company .....                                 | \$80,000 00 |
| Less organization expenses.....                                  | 3,          |
| Gross income from all sources.....                               | \$77        |
| <i>Deductions from income, as follows, viz.:</i>                 |             |
| Interest on funded debt, due and accrued.....                    | 21,         |
| Net income from all sources .....                                | \$56,       |
| <i>Payments from net income, as follows, viz.:</i>               |             |
| Dividends declared, 26½ per cent on \$210,000 common stock ..... | 56,         |
| Surplus for year ending June 30, 1891....                        | 0           |



# STATEN ISLAND.

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## General Income Account.

|   |                     |
|---|---------------------|
| Surplus for year ending June 30, 1891 ..... | \$475 84            |
| Surplus up to June 30, 1890 .....           | \$130,668 06        |
| Total surplus June 30, 1891 .....           | <u>\$131,143 90</u> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|   |                     |
|---|---------------------|
| Cost of road .....                      | \$291,190 00        |
| Cost of equipment .....                 | 846,696 89          |
| <i>Current assets, as follows, viz:</i> |                     |
| Cash on hand .....                      | \$557 51            |
| Open accounts .....                     | 2,700 00            |
|   | <u>\$ 2,257 51</u>  |
|   | <u>\$641,143 90</u> |

### LIABILITIES.

|                                 |                     |
|---------------------------------|---------------------|
| Capital stock .....             | \$210,000 00        |
| Funded debt .....               | 300,000 00          |
| Profit and loss (surplus) ..... | 131,143 90          |
|                                 | <u>\$641,143 90</u> |

## Officers of the Company.

| Name.                 | Title.                       | Official Address.             |
|-----------------------|------------------------------|-------------------------------|
| ERASTUS WIMAN .....   | President .....              | 314 Broadway, N. Y. city.     |
| CHARLES WATROUS ..... | Vice-President .....         | 140 Pearl street, N. Y. city. |
| EDWARD CURRY .....    | Secretary and Treasurer .... | New Brighton, N. Y.           |

## Directors of the Company.

| Name.                 | Residence.            |
|-----------------------|-----------------------|
| E. WIMAN .....        | New Brighton, N. Y.   |
| A. HORRMAN .....      | Stapleton, N. Y.      |
| N. MARSH .....        | Stapleton, N. Y.      |
| G. B. RIPLEY .....    | Clifton, N. Y.        |
| J. H. F. MAYO .....   | Clifton, N. Y.        |
| L. DEJONGE .....      | Clifton, N. Y.        |
| J. W. MESSEREAU ..... | Richmond, N. Y.       |
| G. F. KREISCHER ..... | Kreischerville, N. Y. |
| O. A. CANAVELLO ..... | Great Kills, N. Y.    |
| WM. KING .....        | Perth Amboy, N. J.    |
| CHAS. WATROUS .....   | New York city.        |
| E. P. GOODWIN .....   | New York city.        |
| C. H. BASS .....      | New York city.        |

Title of company, Staten Island Railway Company.

General offices at New Brighton, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address Edward Curry, Secretary and Treasurer.

## STATEN ISLAND RAPID TRANSIT.

(Date of charter, April 4, 1890.)

For history of organization, etc., see Reports of 1895 and 1890.

During the fiscal year a new coal pier has been built at St. George, S. I., at an expense \$45,000.

Two stations were built at Annadale, Giffords and Oakwood, on the line of the Staten and Railway. Improved machinery has been placed on the Arthur Kill bridge, cost \$5,000, and side tracks have been put in at several points for the accommodation of increasing freight business.

## Capital Stock and Funded Debt.

## FUNDED DEBT.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....      | 5,000          | \$500,000        | .....                                |
| Issued for actual cash.....            | 13             | \$1,800          | \$1,800                              |
| Issued on account of construction..... | 4,987          | 498,700          | 498,700                              |
| Total now outstanding.....             | 5,000          | \$500,000        | \$500,000                            |

Number of stockholders.....

53

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |               |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage....   | Oct. 1, 1883  | 30           | p. c. 6   | Apr. & Oct.   | \$1,000,000        | \$1,000,000         | \$900,000                            |
| Second mortgage.     | Jan. 1, 1886  | 40           | 5         | Jan. & July   | 2,500,000          | 2,500,000           | 2,654,000                            |
| Income mortgage.     | Nov. 21, 1885 | 60           | ....      | ....          | 4,500,000          | 4,500,000           | .....                                |
| Total.....           | .....         | .....        | .....     | .....         | \$8,000,000        | \$8,000,000         | \$3,554,000                          |

## Cost of Road and Equipment.

| ROAD.                                   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Arthur Kill bridge.....                 | \$5,326 60   | \$445,985 32  |
| Grading, masonry and ballast.....       | 2,753 22   | 313,035 72  |
| Bridges.....                            | 1,093 09   | 169,915 87  |
| Superstructure (including ties).....    | 4,065 18   | 55,310 20   |
| Rails.....                              | 1,952 83   | 66,692 23   |
| Land.....                               | 938 91   | 367,616 46  |
| Land damages.....                       | 142 24   | 115,843 64  |
| Fences.....                             | 580 20   | 9,569 01  |
| Passenger and freight stations.....     | 2,834 45   | 122,751 15  |
| Engine and car-houses.....              | .....  | 7,208 73  |
| Fuel and water stations.....            | .....  | 11,146 79   |
| Engineering expenses.....               | 4,665 65   | 50,196 80   |
| Road built by contract.....             | .....  | 5,397,720 16  |
| Telegraph line.....                     | .....  | 24 68   |
| Wharfing.....                           | .....  | 47,643 74   |
| Freight slips and piers.....            | 47,823 42  | 160,696 80  |
| Whitehall street building and pier..... | 441 58   | 197,496 20  |
| Incidentals.....                        | .....  | 4,233 08  |
| Total cost of road.....                 | \$72,616 87  | \$8,043,982 74  |

## EQUIPMENT.

|   |             |           |
|---|-------------|-----------|
| Locomotives.....                            | .....       | \$65,     |
| Passenger cars.....                         | .....       | 138,      |
| Mail, baggage and express cars.....         | .....       | 1,        |
| Freight and other cars.....                 | .....       | 6,        |
| Barges, floats and tugs.....                | .....       | 383,      |
| Shop tools, etc.....                        | \$1,805 58  | 6,        |
| Total cost of equipment.....                | \$1,805 58  | \$690,    |
| Grand total cost of road and equipment..... | \$74,422 45 | \$8,634,6 |

# STATEN ISLAND RAPID TRANSIT.

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## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                                       |                    |
|---------------------------------------|--------------------|
| Arthur Kill bridge improvement.....   | \$5,326 60         |
| Passenger and freight stations .....  | 2,834 45           |
| Freight slips and piers .....         | 47,823 42          |
| Other additions and betterments ..... | 16,632 40          |
|                                       | <u>\$72,616 87</u> |

## Income Account for Year Ending June 30, 1891.

|   |                     |
|---|---------------------|
| Gross earnings from operation .....                 | \$1,030,466 74      |
| Less operating expenses (excluding all taxes) ..... | 684,140 05          |
| Gross income from all sources.....                  | <u>\$346,326 69</u> |

### Deductions from income, as follows, viz.:

|   |                   |
|---|-------------------|
| Interest on funded debt and loans, due and accrued..... | \$193,650 69      |
| Rentals .....   | 80,600 00         |
| Taxes on property used in operation of road ....        | 7,600 00          |
| Taxes on earnings and capital stock .....               | 6,100 00          |
| Taxes other than above.....                             | 9,900 00          |
|   | <u>297,850 69</u> |

|  |                    |
|--|--------------------|
| Surplus for year ending June 30, 1891..... | <u>\$48,476 00</u> |
|--|--------------------|

## General Income Account.

|  |              |                     |
|--|--------------|---------------------|
| Surplus for year ending June 30, 1891..... |              | \$48,476 00         |
| Deficit up to June 30, 1890 .....          | \$228,036 59 |                     |
| Claims of previous years settled.....      | 15,007 02    |                     |
|  |              | <u>243,043 61</u>   |
| Total deficit June 30, 1891 .....          |              | <u>\$194,567 61</u> |

## DETAILED STATEMENT OF RENTALS.

|  |                    |
|--|--------------------|
| Staten Island railway, interest on bonds .....     | \$21,000 00        |
| Staten Island railway, dividend on stocks .....    | 56,000 00          |
| Staten Island railway, organization expenses.....  | 3,600 00           |
| Total amount of rentals deducted from income ..... | <u>\$80,600 00</u> |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                                  | Passenger.          | Freight            | Total.                |
|----------------------------------|---------------------|--------------------|-----------------------|
| Freight, through and local ..... |                     | \$77,666 44        | \$77,666 44           |
| Passengers, all local .....      | \$447,315 87        |                    | 447,315 87            |
| Mail .....                       | 1,429 96            |                    | 1,429 96              |
| Express .....                    | 6,556 92            |                    | 6,556 92              |
| Miscellaneous as follows, viz.:  |                     |                    |                       |
| Perth Amboy ferry, teams .....   | \$1,494 70          |                    |                       |
| Car service, etc .....           | 162 00              |                    |                       |
| Privileges, etc .....            | 14,249 24           |                    |                       |
| Staten Island ferry earnings.... | 481,591 61          |                    |                       |
|                                  | <u>497,497 55</u>   |                    | <u>497,497 55</u>     |
| Total gross earnings.....        | <u>\$952,800 30</u> | <u>\$77,666 44</u> | <u>\$1,030,466 74</u> |

### OPERATING EXPENSES.

#### Maintenance of way and structures:

|   |                    |                   |                    |
|---|--------------------|-------------------|--------------------|
| pairs of track.....   | \$12,321 21        | \$1,948 32        | \$14,269 53        |
| pairs of roadbed .....  | 13,350 69          | 2,111 10          | 15,461 69          |
| pairs of bridges (including culverts and<br>attle-guards) ..... | 3,526 84           | 557 69            | 4,084 53           |
| pairs of stations, shops, docks, etc .....                      | 2,719 02           | 429 95            | 3,148 97           |
| pairs of fences.....  | 1,077 04           | 170 21            | 1,247 25           |
| Total.....  | <u>\$32,994 70</u> | <u>\$5,217 27</u> | <u>\$38,211 97</u> |

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|   | Passenger.          | Freight.           | Total.              |
|---|---------------------|--------------------|---------------------|
| <i>Maintenance of equipment:</i>  |                     |                    |                     |
| Repairs of locomotives .....  | \$25,182 30         | \$1,933 25         | \$27,065 55         |
| Repairs of cars .....   | 11,529 65           | 1,823 16           | 13,352 81           |
| Repairs of machinery and tools .....  | 1,745 30            | 275 98             | 2,021 28            |
| Other expenses for maintenance of equipment .....                                   | 2,301 29            | 363 90             | 2,665 19            |
| <b>Total .....</b>  | <b>\$40,708 54</b>  | <b>\$4,396 29</b>  | <b>\$45,104 83</b>  |
| <i>Conducting transportation:</i>   |                     |                    |                     |
| Wages of conductors and men .....   | \$32,976 81         | \$1,677 13         | \$34,653 94         |
| Wages of engineers and firemen .....  | 25,403 53           | 849 00             | 26,252 53           |
| Fuel for locomotives .....  | 47,531 36           | 3,656 25           | 51,187 61           |
| Oil and waste .....   | 2,416 20            | 382 07             | 2,798 27            |
| Water supply .....  | 2,523 19            | 398 99             | 2,922 18            |
| Other train supplies or expenses .....  | 742 10              | 117 34             | 859 44              |
| Wages of station agents and clerks .....  | 43,973 01           | 6,953 36           | 50,926 37           |
| Wages for labor at stations .....   | 5,207 63            | 8,541 45           | 13,749 08           |
| Station supplies .....  | 7,301 14            | 1,164 50           | 8,465 64            |
| Wages of watchmen, flagmen and switchmen .....                                      | 16,299 99           | 2,577 48           | 18,877 47           |
| Other expenses for conducting transportation (including operation of ferries) ..... | 331,910 83          | 31,145 16          | 363,055 99          |
| <b>Total .....</b>  | <b>\$516,285 29</b> | <b>\$57,452 73</b> | <b>\$573,738 02</b> |
| <i>General expenses:</i>  |                     |                    |                     |
| Salaries of general officers and clerks .....                                       | \$18,675 42         | \$2,953 10         | \$21,628 52         |
| General office expenses and supplies .....  | 694 75              | 109 86             | 804 61              |
| Legal expenses .....  | 799 70              | 126 45             | 926 15              |
| Other general expenses .....  | 3,217 22            | 508 73             | 3,725 95            |
| <b>Total .....</b>  | <b>\$23,387 09</b>  | <b>\$3,698 14</b>  | <b>\$27,085 23</b>  |
| <b>Grand total operating expenses .....</b>   | <b>\$513,375 82</b> | <b>\$70,784 43</b> | <b>\$584,160 25</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                       |
|--|-----------------------|
| Cost of road .....                                   | \$8,043,992 74        |
| Cost of equipment .....                              | 590,077 22            |
| <i>Other permanent investment, as follows, viz.:</i> |                       |
| Bond redemption .....                                | 26,000 00             |
| <i>Current assets, as follows, viz.:</i>             |                       |
| Cash on hand .....                                   | \$47,456 99           |
| Bills receivable .....                               | 5,000 00              |
| Due by agents .....                                  | 7,700 01              |
| Open accounts .....                                  | 254,570 71            |
| Materials and supplies .....                         | 24,570 23             |
| Sundries .....                                       | 5,000 00              |
| Profit and loss (deficiency) .....                   | 344,297 94            |
|  | 194,567 61            |
|  | <b>\$9,198,926 61</b> |

## LIABILITIES.

|   |                  |
|---|------------------|
| Capital stock .....                           | \$500,000        |
| Funded debt .....                             | 8,000,000        |
| <i>Current liabilities, of follows, viz.:</i> |                  |
| Interest on funded debt due and accrued ..... | 78.1             |
| Audited vouchers and pay-rolls .....          | 130.3            |
| Open accounts .....                           | 21.6             |
| Loans and bills payable .....                 | 459.1            |
|   | <b>\$9,198.1</b> |

# STATEN ISLAND RAPID TRANSIT.

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## Traffic and Mileage Statistics.

| ITEM.                                       | Through.  | Local.     | Total.     |
|---|-----------|------------|------------|
| Number of passengers carried.....           |           | 8,472,330  | 8,472,330  |
| Number of passengers carried one mile ..... |           | 68,721,285 | 68,721,285 |
| Number of tons of freight carried.....      | 361,427   | 19,914     | 381,341    |
| Number of tons of freight carried one mile. | 2,493,484 | 137,887    | 2,630,871  |
| Passenger train mileage.....                |           |            | 369,815    |
| Freight train mileage.....                  |           |            | 58,322     |
| All other train mileage.....                |           |            | 11,851     |
| Total train mileage .....                   |           |            | 438,988    |

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$952,800 30 | \$613,375 62 | \$339,424 68 |
| Average per passenger carried .....  | 11246        | 07289        | 04007        |
| Average per passenger per mile .....   | 01386        | 00892        | 00494        |
| Average per passenger train per mile.....  | 2 58         | 1 66         | 92           |
| Freight earnings and expenses (including miscellaneous earnings)                     | 77,666 44    | 70,764 43    | 6,902 01     |
| Average per ton of freight carried.....  | 20366        | 18556        | 0181         |
| Average per ton of freight per mile.....   | 02952        | 02689        | 00263        |
| Average per freight train per mile .....   | 1 33         | 1 21         | 12           |

## ITEM.

|  |                    |        |
|--|--------------------|--------|
| Computed on earnings from carrying passengers and freight only.              | Through and local. | Cents. |
| Average rate received per mile for carrying passengers, all classes.....     |                    | 1 229  |
| Average rate received per mile per ton for carrying freight, all classes.... |                    | 2.952  |

## Description of Road and Equipment.

| TRACK.   | Miles owned all in New York State. | Miles leased, all in New York State. | Total miles, all in New York State. |
|--|------------------------------------|--------------------------------------|-------------------------------------|
| Main line from Tottenville to Arthur Kill bridge, single track.... | 8.6                                | 12.7                                 | 21.3                                |
| Total of branches or other roads, single track.....                | 1.7                                | .....                                | 1.7                                 |
| Total single track .....   | 10.3                               | 12.7                                 | 23.0                                |
| Second track on main line.....                                     | 7.4                                | 4.2                                  | 11.6                                |
| Second track on branches or other roads .....                      | 1.7                                | .....                                | 1.7                                 |
| Total second track .....   | 9.1                                | 4.2                                  | 13.3                                |
| Sidings and turnouts on main line .....                            | 6.                                 | 1.3                                  | 7.3                                 |
| ings and turnouts on branches or other roads.....                  | .2                                 | .....                                | .2                                  |
| Total sidings and turnouts.....                                    | 6.2                                | 1.3                                  | 7.5                                 |
| nd total of tracks, sidings and turnouts.....                      | 25.6                               | 18.2                                 | 43.8                                |
| d with steel rail, main line.....                                  | 8.6                                | 12.7                                 | 21.3                                |
| d with steel rail, branches or other roads .....                   | 1.7                                | .....                                | 1.7                                 |

verage life of ties, 6 years; weight of rails per yard—steel, maximum, 67 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and c.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges.....    | 9                              | Feet.<br>508      |
| Wooden trestles..... | 8                              | 10,572            |
| Total .....          | 11                             | 11,080            |

| EQUIPMENT.                      | No. owned. | No. leased. | Total number. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---------------------------------|------------|-------------|---------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers.....     | 9          | 5           | 14            | 14                              | 14                                |
| First-class passenger cars..... | 51         | 13          | 64            | 64                              | 64                                |
| Box freight cars.....           | 4          | 3           | 7             | 7                               | 7                                 |
| Flat freight cars.....          | 4          | 4           | 8             | .....                           | .....                             |
| Total .....                     | 8          | 7           | 15            | 7                               | 7                                 |

Passenger and freight cars are equipped with Eames' vacuum brake and Janney coupler.

Split switches are in general use on this road.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Length of steel rails laid during year in repairs, miles.....  | 2.44                        |
| Highway crossings at grade protected by gates or flagmen ..... | 25                          |
| Highway crossings over or under grade .....                    | 6                           |
| Overhead obstructions less than twenty feet above track .....  | 3                           |

Passenger cars are heated by steam, lighted by lamps and ventilated by dome ventilators.

The United States Express Company runs over this road and pays 25 per cent of its earnings from business over ferries and railroad.

The Baltimore and Ohio Railroad Company uses the tracks of this company's road to move freight between Arthur Kill bridge and St. George, S. I., using their own cars and paying all train expenses. The Baltimore and Ohio company pays this company ten cents per ton trackage on all such freight moved; no preference given.

The United States government pays for transportation of mails \$499.90 per quarter, over railroad and ferries.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 25,860   | 6.78      |
| Grain.....                                 | 1,309    | .34       |
| Live stock .....                           | 54       | .....     |
| Lumber.....                                | 25,285   | .....     |
| Pig and bar iron and steel .....           | 527      | .....     |
| Iron or other ores.....                    | 3,941    | .....     |
| Coal and coke .....                        | 29,877   | .....     |
| Petroleum and other oils.....              | 2,297    | .....     |
| Manufactures .....                         | 45,899   | 1         |
| All other merchandise.....                 | 28,177   | .....     |
| All other agricultural products.....       | 4,284    | .....     |
| All other articles not included above..... | 212,841  | 1         |
| Total .....                                | 381,341  | 1         |

## NUMBER OF ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 6        | .....   | 6      |
| Employees .....  | 8        | 4       | 12     |
| Others .....     | 6        | 4       | 10     |
| Total .....      | 20       | 8       | 28     |

## Officers of the Company.

| Name.                | Title.                    | Official Address.          |
|----------------------|---------------------------|----------------------------|
| J. F. EMMONS.....    | President.....            | 56 Broadway, N. Y. city.   |
| THOS. M. KING.....   | Managing Director.....    | Baltimore, Md.             |
| FRANK S. GANNON..... | General Superintendent... | Whitehall st., N. Y. city. |
| WM. KEUTGEN.....     | Secretary .....           | Whitehall st., N. Y. city. |
| W. H. LEAMS.....     | Treasurer .....           | Baltimore, Md.             |
| EDWARD CUREY.....    | Assistant Treasurer ..... | Whitehall st., N. Y. city. |

## Directors of the Company.

| Name.                 | Residence.                 |
|-----------------------|----------------------------|
| J. F. EMMONS.....     | Rosebank, S. I., N. Y.     |
| ERASTUS WIMAN.....    | New Brighton, S. I., N. Y. |
| O. S. WOOD.....       | Rosebank, S. I., N. Y.     |
| A. B. BOARDMAN.....   | New Brighton, S. I., N. Y. |
| JAMES M. DAVIS.....   | Grymes Hill, S. I., N. Y.  |
| CHARLES WATROUS.....  | New York city.             |
| CHARLES F. MAYER..... | Baltimore, Md.             |
| THOS. M. KING.....    | Baltimore, Md.             |
| ORLAND SMITH.....     | Baltimore, Md.             |
| C. K. LORD.....       | Baltimore, Md.             |
| FRANK S. GANNON.....  | New Brighton, S. I., N. Y. |
| O. J. RYAN.....       | Baltimore, Md.             |
| W. G. ATKINSON.....   | Baltimore, Md.             |

Title of company, Staten Island Rapid Transit Railroad Company.

General offices at foot of Whitehall street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in April.

For information concerning this report address Edward Curry, Assistant Treasurer.

## STERLING MOUNTAIN.

(Date of charter, May 18, 1884.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     |
|--|----------------|---------------------|
|  | No. of shares. | Total<br>par value. |
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 1,600          | \$80,000            |

Number of stockholders.....

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## FUNDED DEBT.

| DESIGNATION OF<br>LOAN. | Date.       | Term, years. | INTEREST.  |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|-------------|--------------|------------|------------------|----------------------------|-----------------------------|--|
|                         |             |              | Rate.      | When<br>payable. |                            |                             |  |
| Income mortg. bds       | May 2, 1881 | ....         | p.c.<br>*7 | February 1       | \$475,674                  | \$475,674                   | \$475,674  |

## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry and ballast, bridges, fences, superstructure (including ties) and rails .....                   |  | \$282,933 00                       |
| Land and land damages .....  |  | 12,564 19                          |
| Passenger and freight stations, engine and car-houses, shops, machinery and tools, fuel and water stations ..... |  | 10,201 25                          |
| Engineering expenses .....   |  | 5,219 79                           |
| Total cost of road .....   |  | \$310,908 23                       |
| EQUIPMENT.   |  |                                    |
| Locomotives .....  |  | \$58,700 00                        |
| Passenger, freight and other cars .....  |  | 142,255 79                         |
| Total cost of equipment .....  |  | \$195,955 79                       |
| Grand total cost of road and equipment .....   |  | \$506,864 02                       |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$28,552 32 |
| Less operating expenses (excluding all taxes) ..... | 17,767 23   |
| Net earnings from operation .....                   | \$10,785 09 |
| <i>Income from other sources, as follows, viz.:</i> |             |
| Rents .....   | 506 72      |
| Gross income from all sources .....                 | \$11,291 81 |
| <i>Deductions from income, as follows, viz.:</i>    |             |
| Interest on funded debt due and accrued .....       | \$1,558 28  |
| Taxes on property used in operation of road .....   | 627 07      |
| Taxes on earnings and capital stock .....           | 195 43      |
|   | 2,380 78    |
| Surplus for year ending June 30, 1891 .....         | \$9,013 03  |

## General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891 ..... | \$9,013 03   |
| Deficit up to June 30, 1890 .....           | 214,836 63   |
| Total deficit June 30, 1891 .....           | \$205,823 60 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                             | Passenger. | Freight.    | Tot.        |
|-----------------------------|------------|-------------|-------------|
| Freight, all local .....    |            | \$27,805 98 | \$27,805 98 |
| Passengers, all local ..... | \$746 34   |             | \$746 34    |
| Total gross earnings .....  | \$746 34   | \$27,805 98 | \$28,552 32 |

\* If earned.



# STERLING MOUNTAIN.

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## OPERATING EXPENSES.

### Maintenance of way and structures:

|   |                   |
|---|-------------------|
| Repairs of roadbed, track and bridges (including culverts and cattle-guards)..... | \$3,180 41        |
| Repairs of stations, shops, docks, etc.....                                       | 927 87            |
| Repairs of fences.....  | 41 89             |
| <b>Total .....</b>  | <b>\$4,150 17</b> |

### Maintenance of equipment:

|                              |            |
|------------------------------|------------|
| Repairs of locomotives ..... | \$1,849 81 |
|------------------------------|------------|

### Conducting transportation:

|  |                   |
|--|-------------------|
| Wages of conductors and men, engineers and firemen ..... | \$3,559 16        |
| Fuel for locomotives .....                               | 1,883 17          |
| Oil and waste .....                                      | 118 23            |
| <b>Total .....</b>                                       | <b>\$5,560 56</b> |

### General expenses:

|   |                    |
|---|--------------------|
| Salaries of general officers and clerks, general office expenses and supplies, and stationery and printing..... | \$6,196 69         |
| <b>Grand total operating expenses .....</b>   | <b>\$17,757 23</b> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |              |
|------------------------|--------------|
| Cost of road.....      | \$310,908 23 |
| Cost of equipment..... | 195,955 79   |

### Current assets, as follows, viz.:

|                                   |                     |
|-----------------------------------|---------------------|
| Materials and supplies.....       | 3,895 09            |
| Profit and loss (deficiency)..... | 205,823 89          |
| <b>.....</b>                      | <b>\$716,582 91</b> |

### LIABILITIES.

|                    |             |
|--------------------|-------------|
| Capital stock..... | \$80,000 00 |
| Funded debt.....   | 475,674 00  |

### Current liabilities, as follows, viz.:

|   |                     |
|---|---------------------|
| Interest on funded debt due and accrued ..... | 1,558 28            |
| Loans and bills payable .....                 | 159,350 63          |
| <b>.....</b>                                  | <b>\$716,582 91</b> |

## Traffic and Mileage Statistics.

### ITEM.

### All local.

|   |            |
|---|------------|
| Number of passengers carried.....               | 2,522      |
| Number of passengers carried one mile .....     | 13,643.9   |
| Number of tons of freight carried .....         | 77,973.1*  |
| Number of tons of freight carried one mile..... | 588,819.56 |
| * Mixed train mileage.....                      | 9,622      |

## Description of Road and Equipment.

### TRACK.

### Miles owned, all in N. Y. State.

|   |            |
|---|------------|
| Line from Sterlington to Lakeville, single track.....   | 7.6        |
| Cuts and turnouts on main line .....                    | 1          |
| <b>Grand total of tracks, sidings and turnouts.....</b> | <b>8.6</b> |
| with steel rail, main line .....                        | 7.45       |
| with iron rail, main line.....                          | .15        |

Weight of rails per yard—steel, maximum, 60 lbs., minimum, 56 lbs.; iron, 56 lbs.; sleepers of track, 4 feet 8½ inches; ballasted with gravel.

Separate passenger train run. A passenger car is attached to all freight trains.

| EQUIPMENT.                  |  | No. owned. |
|-----------------------------|--|------------|
| Locomotives, 6 drivers..... |  | 1          |
| Locomotives, 4 drivers..... |  | 1          |
| Total .....                 |  | 2          |
| Freight cars .....          |  | 119        |
| Caboose, 4-wheel cars.....  |  | 1          |
| Total .....                 |  | 120        |

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.   | Tonnage. | Per cent. |
|---|----------|-----------|
| Pig and bar iron and steel, iron or other ores and coal and coke..... | 77,719   | 99.67     |
| All other merchandise.....  | 264      | .33       |
| Total .....   | 77,973   | 100       |

## Officers of the Company.

| Name.                      | Title.               | Official Address.        |
|----------------------------|----------------------|--------------------------|
| MACGRANE COXE .....        | President.....       | 43 Wall st., N. Y. city. |
| LOUIS C. CLARK .....       | Treasurer.....       | 43 Wall st., N. Y. city. |
| PETER T. BARLOW .....      | Secretary.....       | 43 Wall st., N. Y. city. |
| CHARLES R. WESTBROOK ..... | General Manager..... | Sterlington, N. Y.       |

## Directors of the Company.

| Name.                   | Residence.     |
|-------------------------|----------------|
| PETER T. BARLOW .....   | New York city. |
| D. CRAWFORD CLARK ..... | New York city. |
| LOUIS C. CLARK .....    | New York city. |
| JAY COOKE, Jr. ....     | Philadelphia.  |
| T. GORTON COOMBE.....   | New York city. |
| MACGRANE COXE .....     | New York city. |
| JAMES P. SCOTT.....     | Philadelphia.  |

Title of company, Sterling Mountain Railway Company.

General offices at 43 Wall street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address Macgrane Coxe, President.

## STONY CLOVE AND CATSKILL MOUNTAIN.

(Date of charter, January 18, 1881.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | Cash and on account outstanding |
|---|----------------|------------------|---------------------------------|
|   | No. of shares. | Total par value. |                                 |
| Authorized by law or charter.....           | 2,000          | \$200,000        | .....                           |
| Issued for actual cash and now outstanding. | 1,240          | 124,000          | .....                           |

Number of stockholders.....

## FUNDED DEBT.

| DESIGNATION OF<br>LOAN. | Date.         | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|---------------|--------------|-----------|------------------|----------------------------|-----------------------------|--|
|                         |               |              | Rate.     | When<br>payable. |                            |                             |  |
| First mort. bds..       | April 1, 1881 | 30           | P.C.<br>5 | April & Oct.     | \$210,000                  | \$210,000                   | \$210,000  |

## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Grading, masonry and ballast.....              |  | \$152,735 19                       |
| Bridges.....                                   |  | 16,619 01                          |
| Superstructure (including ties) and rails..... |  | 98,626 30                          |
| Land, land damages and fences.....             |  | 7,804 41                           |
| Passenger and freight stations.....            |  | 3,760 21                           |
| Engine and car-houses.....                     |  | 3,644 19                           |
| Shops, machinery and tools.....                |  | 1,008 49                           |
| Fuel and water stations.....                   |  | 1,022 62                           |
| Engineering expenses.....                      |  | 4,525 42                           |
| Total cost of road.....                        |  | \$389,740 84                       |

## EQUIPMENT.

|  |              |
|--|--------------|
| Locomotives.....                               | \$26,780 25  |
| Passenger, mail, baggage and express cars..... | 20,234 10    |
| Freight and other cars.....                    | 8,090 49     |
| Total cost of equipment.....                   | \$55,054 84  |
| Grand total cost of road and equipment.....    | \$544,795 68 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                 | \$63,549 78 |
| Less operating expenses (excluding all taxes)..... | 32,249 03   |
| Gross income from all sources.....                 | \$21,300 75 |

## Deductions from income, as follows, viz.:

|  |             |
|--|-------------|
| Interest on funded debt due and accrued.....     | \$10,500 00 |
| Taxes on property used in operation of road..... | \$1,872 86  |
| Taxes on earnings and capital stock.....         | 408 46      |
| Taxes other than above.....                      | 72 24       |
|  | 1,848 56    |
| Discount and interest.....                       | 80 54       |
|  | 12,409 10   |

|                                  |            |
|----------------------------------|------------|
| Net income from all sources..... | \$8,891 65 |
|----------------------------------|------------|

## Payments from net income, as follows, viz.:

|   |            |
|---|------------|
| Dividends declared, 5 per cent on \$124,000 common stock..... | 6,200 00   |
| Surplus for year ending June 30, 1891.....                    | \$2,691 65 |

## General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$2,691 65 |
| dit up to June 30, 1890.....               | 1,850 96   |
| Total surplus June 30, 1891.....           | \$440 69   |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger.  | Freight.    | Total.      |
|----------------------------|-------------|-------------|-------------|
| Freight, all local.....    |             | \$14,571 03 | \$14,571 03 |
| Passengers, all local..... | \$37,418 87 |             | 37,418 87   |
| Mail.....                  | 760 76      |             | 760 76      |
| Express.....               | 799 12      |             | 799 12      |
| Total gross earnings.....  | \$38,978 75 | \$14,571 03 | \$53,549 78 |

## OPERATING EXPENSES.

*Maintenance of way and structures:*

|   |            |            |            |
|---|------------|------------|------------|
| Repairs of roadbed and track.....                                 | \$5,692 76 | \$2,439 76 | \$8,132 52 |
| Repairs of bridges (including culverts and<br>cattle-guards)..... | 127 63     | 54 70      | 182 33     |
| Repairs of stations, shops, docks, etc.....                       | 254 08     | 108 88     | 362 96     |
| Repairs of fences.....  | 201 81     | 86 48      | 288 29     |
| Other expenses for maintenance of way and<br>structures.....      | 65 45      | 28 05      | 93 50      |
| Total.....  | \$6,341 73 | \$2,717 87 | \$9,059 60 |

*Maintenance of equipment:*

|   |            |          |            |
|---|------------|----------|------------|
| Repairs of locomotives.....                           | \$833 13   | \$357 06 | \$1,190 19 |
| Repairs of cars.....                                  | 3,965 99   | 562 79   | 4,528 78   |
| Other expenses for maintenance of equip-<br>ment..... | 60 27      | 25 83    | 86 10      |
| Total.....  | \$4,859 39 | \$945 68 | \$5,805 07 |

*Conducting transportation:*

|  |            |            |             |
|--|------------|------------|-------------|
| Wages of conductors and men.....                       | \$1,882 12 | \$806 62   | \$2,688 74  |
| Wages of engineers and firemen.....                    | 1,328 61   | 569 40     | 1,898 01    |
| Fuel for locomotives.....                              | 3,255 51   | 1,395 22   | 4,650 73    |
| Oil and waste.....                                     | 147 93     | 63 40      | 211 33      |
| Water supply.....                                      | 87 53      | 37 51      | 125 04      |
| Other train supplies or expenses.....                  | 60 01      | 25 72      | 85 73       |
| Wages of station agents and clerks.....                | 923 15     | 395 64     | 1,318 79    |
| Wages for labor at stations.....                       | 1,167 64   | 500 42     | 1,668 06    |
| Station supplies.....                                  | 115 12     | 49 34      | 164 46      |
| Wages of watchmen, flagmen and switch-<br>men.....     | 398 43     | 170 76     | 569 19      |
| Other expenses for conducting transporta-<br>tion..... | 348 12     | 149 19     | 497 31      |
| Total.....   | \$9,714 17 | \$4,163 22 | \$13,877 39 |

*General expenses:*

|  |             |            |             |
|--|-------------|------------|-------------|
| Salaries of general officers and clerks.....               | \$1,820 00  | \$780 00   | \$2,600 00  |
| General office expenses and supplies.....                  | 50 61       | 23 12      | 73 73       |
| Stationery and printing.....                               | 154 02      | 96 01      | 250 03      |
| Outside agencies and advertising.....                      | 197 38      | 84 60      | 281 98      |
| Loss and damage of freight and baggage.....                |             | 10 00      | 10 00       |
| Damage to cattle and property.....                         | 20 00       | 10 00      | 30 00       |
| Mileage of cars of other companies (debit<br>balance)..... |             | 167 48     | 167 48      |
| Other general expenses.....                                | 86 62       | 37 13      | 123 75      |
| Total.....   | \$2,328 63  | \$1,178 34 | \$3,506 97  |
| Grand total operating expenses.....                        | \$23,243 92 | \$9,005 11 | \$32,249 03 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                        |             |
|------------------------|-------------|
| Cost of road.....      | \$26,000 00 |
| Cost of equipment..... | 26,000 00   |

*Current assets as follows, viz.:*

|                             |            |                     |
|-----------------------------|------------|---------------------|
| Cash on hand .....          | \$2,087 13 |                     |
| Due by agents .....         | 2,011 66   |                     |
| Open accounts .....         | 5,296 12   |                     |
| Materials and supplies..... | 264 95     |                     |
|                             |            | \$9,658 86          |
|                             |            | <u>\$354,454 54</u> |

**LIABILITIES.**

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$124,000 00 |
| Funded debt .....   | 210,000 00   |

*Current liabilities, as follows, viz.:*

|  |            |                     |
|--|------------|---------------------|
| Interest on funded debt due and accrued..... | \$2,625 00 |                     |
| Audited vouchers and pay-rolls.....          | 16,988 85  |                     |
|  |            | 19,613 85           |
| Profit and loss (surplus) .....              |            | 840 69              |
|  |            | <u>\$354,454 54</u> |

**Traffic and Mileage Statistics.**

| ITEM.   | All local. |
|---|------------|
| Number of passengers carried .....              | 39,942     |
| Number of passengers carried one mile .....     | 458,861    |
| Number of tons of freight carried .....         | 13,366     |
| Number of tons of freight carried one mile..... | 167,354    |
| Mixed train mileage .....                       | 89,000     |

| ITEM.   | Earnings.   | Expenses.   | Profit.     |
|---|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$38,978 75 | \$23,243 92 | \$15,734 83 |
| Average per passenger carried .....   | 9758        | 5819        | 3939        |
| Average per passenger per mile .....  | 0849        | 0506        | 0343        |
| Average per passenger train per mile .....  | 9994        | 596         | 4034        |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 14,571 03   | 9,005 11    | 5,565 92    |
| Average per ton of freight carried .....  | 1 09        | 6737        | 4163        |
| Average per ton of freight per mile .....   | 087         | 0538        | 0332        |
| Average per freight train per mile .....  | 3736        | 2309        | 1427        |

**Description of Road and Equipment.**

| TRACK.   | Miles owned, all in N. Y. State. |
|--|----------------------------------|
| Main line, from Phoenicia, to Hunter, single track .....   | 14.80                            |
| Sidings and turnouts on main line .....  | .66                              |
| Grand total of tracks, sidings and turnouts .....  | <u>14.96</u>                     |
| Laid with steel rail, main line.....   | 14.96                            |
| Average life of ties, 8 years; weight of rails per yard—steel, 42 lbs.; gauge of track, 3 feet; ballasted with gravel. |                                  |

| BRIDGES.            | ENTIRE LINE IN NEW YORK STATE. |                   |
|---------------------|--------------------------------|-------------------|
|                     | Number.                        | Aggregate length. |
| Open bridges .....  | 3                              | Feet.<br>387      |
| Open trestles ..... | 2                              | 174               |
| Total .....         | 5                              | 561               |

## Cost of Road.

|   | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast.....   | \$11,276 19  | \$302,761 91                            |
| Bridges .....   |  | 146 75                                  |
| Rails .....   |  | 635,868 23                              |
| Land .....  | 3,351 06   | 203,628 86                              |
| Fences .....  |  | 5,361 23                                |
| Passenger, freight stations, engine, car-houses, shops, machinery, tools, fuel and water stations ..... | *522 83  | 65,365 10                               |
| Engineering expenses.....   |  | 68,043 54                               |
| Interest and discount charged to construction .....   |  | 650,000 00                              |
| Telegraph line .....  |  | 320 86                                  |
| Total cost of road .....  | \$14,104 36  | \$1,921,791 07                          |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |             |
|--|-------------|
| West Shore trestle.....  | \$11,276 19 |
| Land acquired in the city of Buffalo .....                     | 3,351 06    |
| Engine-house at Suspension Bridge .....                        | 2,304 66    |
|  | \$16,931 74 |
| Less exchange of real estate and removal of engine-house ..... | 2,527 38    |
|  | \$14,104 36 |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                |
|---|----------------|
| Cost of road.....                                     | \$1,921,791 07 |
| Sundries .....  | 86 42          |
|   | \$1,921,877 49 |
| LIABILITIES.  |                |
| Capital stock.....                                    | \$500,000 00   |
| Funded debt.....                                      | 1,000,000 00   |
| Advances:   |                |
| Erie Railway Company.....                             | \$261,736 54   |
| New York, Lake Erie and Western Railroad Company..... | 160,140 95     |
|   | 421,877 49     |
|   | \$1,921,877 49 |

## Officers of the Company.

| Name.                 | Title.          | Official Address.             |
|-----------------------|-----------------|-------------------------------|
| JOHN KING .....       | President.....  | P. O. box 839, New York city. |
| A. R. MACDONOUGH..... | Secretary ..... | P. O. box 839, New York city. |
| EDWARD WHITE .....    | Treasurer ..... | P. O. box 839, New York city. |

## Directors of the Company.

| Name.                   | Residence.        |
|-------------------------|-------------------|
| JOHN KING .....         | New York city.    |
| J. G. McCULLOUGH .....  | New York city.    |
| H. H. COOK .....        | New York city.    |
| OGDEN MILLS .....       | New York city.    |
| GEORGE W. QUINTARD..... | New York city.    |
| WM. LIBBY .....         | New York city.    |
| WM. A. WHEERLOCK.....   | New York city.    |
| WM. WHITEWRIGHT.....    | New York city.    |
| E. B. THOMAS.....       | New York city.    |
| A. R. MACDONOUGH.....   | New York city.    |
| ANDREW DONALDSON .....  | New York city.    |
| G. H. VAILLANT .....    | New York city.    |
| F. G. BABCOCK.....      | Hornellsville, .. |

Title of company, Suspension Bridge and Erie Junction Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report, address A. R. Macdonough, Secretary.

## SYRACUSE AND BALDWINVILLE.

Road of this company sold under foreclosure during past fiscal year. No report received for year ending June 30, 1891.—*R. R. Commissioners.*

## SYRACUSE, BINGHAMTON AND NEW YORK.

(Date of charter, April 30, 1857.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding ..... | 25,000         | \$2,500,000      |
| Number of stockholders.....                            |                | 52               |

## FUNDED DEBT.

| DESIGNATION OF LIEN.             | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                                  |              |              | Rate.     | When payable. |                    |                     |                                      |
| First consolidated mortgage..... | Oct. 2, 1876 | 30           | p.c.<br>7 | April & Oct.  | \$2,500,000        | \$1,966,000         | \$1,670,000                          |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....              |  | \$646,319 65  |
| ties .....                                      |  | 97,723 11   |
| superstructure (including ties) and rails ..... | \$1,423 37   | 395,351 48  |
| land, land damages and fences .....             | *2,000 00  | 78,177 84   |
| passenger and freight stations .....            |  | 44,950 94   |
| land and water stations .....                   |  | 138,250 76  |
| engineering expenses .....                      |  | 16,351 21   |
| purchase of constructed road .....              |  | 2,801,227 12  |
| Total cost of road .....                        | *\$576 63  | \$4,217,352 11  |

\* Credit.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment — (Continued).

| EQUIPMENT.                                     | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Locomotives.....                               | .....  | \$77,275 67   |
| Passenger, mail, baggage and express cars..... | .....  | 35,716 70   |
| Freight and other cars.....                    | \$804 72   | 321,828 10  |
| Total cost of equipment.....                   | \$804 72   | \$434,830 47  |
| Grand total cost of road and equipment.....    | \$228 09   | \$4,652,172 58  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |            |
|--|------------|
| Extension of switches at Preble, Apulla and Syracuse, 1,390 feet ..... | \$1,423 37 |
| Three new box and two flat cars .....                                  | \$2,464 72 |
| Less three box and one gravel car torn down.....                       | 1,600 00   |
|  | 804 72     |
| Less release of land.....  | \$2,228 09 |
|  | 2,000 00   |
|  | \$228 09   |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$864,240 93 |
| Less operating expenses (excluding all taxes) ..... | 468,982 99   |
| Net earnings from operation.....                    | \$395,257 94 |

## Income from other sources, as follows, viz.:

|                                    |              |
|------------------------------------|--------------|
| Interest .....                     | 2,044 43     |
| Gross income from all sources..... | \$397,302 43 |

## Deductions from income, as follows, viz.:

|  |              |
|--|--------------|
| Interest on funded debt due and accrued.....     | \$137,620 00 |
| Taxes on property used in operation of road..... | 33,488 29    |
| Taxes on earnings and capital stock.....         | 6,729 84     |
|  | 174,838 13   |

|                                   |              |
|-----------------------------------|--------------|
| Net income from all sources ..... | \$222,464 29 |
|-----------------------------------|--------------|

## Payments from net income, as follows, viz.:

|   |             |
|---|-------------|
| Dividends declared 8 per cent on \$2,500,000 common stock ..... | 200,000 00  |
| Surplus for year ending June 30, 1891 .....                     | \$22,464 29 |

## General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891 ..... | \$22,464 29  |
| Surplus up to June 30, 1890.....            | 312,090 86   |
| Total surplus June 30, 1891.....            | \$334,555 14 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                           | Passenger.   | Freight.     | Total.       |
|---------------------------|--------------|--------------|--------------|
| Freight, through .....    | \$94,517 98  |              |              |
| Freight, local .....      | 123,824 34   |              |              |
| Passengers, through ..... | \$27,264 21  |              |              |
| Passengers, local.....    | 166,701 53   |              |              |
| Mail.....                 | \$193,965 74 |              | 193,965 74   |
| Express .....             | 11,604 67    |              | 11,604 67    |
|                           | 47,108 25    | \$218,342 32 | \$265,450 57 |



## Analysis of Gross Earnings and Operating Expenses—(Continued).

|  | Passenger.   | Freight.     | Total.       |
|--|--------------|--------------|--------------|
| <i>Miscellaneous, as follows, viz:</i> |              |              |              |
| Use of track.....                      | \$3,228 24   | \$376,145 92 | \$379,374 16 |
| Switching.....                         |              | 4,229 60     | 4,229 60     |
| Rents.....                             | \$5,439 94   |              |              |
| Telegraph.....                         | 592 00       |              |              |
| Extra baggage.....                     | 2,533 85     |              |              |
| Storage.....                           | 546 50       |              |              |
| Other items.....                       | 504 00       |              |              |
|  | 2,836 81     | 6,779 48     | 9,616 29     |
| Total gross earnings.....              | \$258,743 71 | \$606,497 22 | \$864,240 93 |

## OPERATING EXPENSES.

|  |              |              |              |
|--|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                      |              |              |              |
| Repairs of track.....  | \$5,552 50   | \$24,926 50  | \$30,479 00  |
| Steel rails laid.....  | 1,074 71     | 4,578 95     | 5,653 66     |
| Repairs of roadbed.....  | 14,338 74    | 57,218 43    | 71,557 17    |
| Repairs of bridges (including culverts and cattle-guards)..... | 2,112 78     | 8,125 92     | 10,238 70    |
| Repairs of stations, shops, docks, etc.....                    | 5,701 69     | 13,606 68    | 19,308 32    |
| Repairs of fences.....   | 2,718 72     | 6,371 33     | 9,090 05     |
| Other expenses for maintenance of way and structures.....      | 2 86         | 5 32         | 8 18         |
| Total.....   | \$31,502 00  | \$114,833 08 | \$146,335 08 |
| <i>Maintenance of equipment:</i>                               |              |              |              |
| Repairs of locomotives.....                                    | \$3,078 54   | \$18,617 81  | \$26,695 85  |
| Repairs of cars.....   | 11,711 60    | 29,627 75    | 41,339 35    |
| Repairs of machinery and tools.....                            | 1,579 82     | 3,847 99     | 5,427 81     |
| Other expenses for maintenance of equipment.....               | 1,242 36     | 2,887 04     | 4,129 40     |
| Total.....   | \$22,612 32  | \$54,980 09  | \$77,592 41  |
| <i>Conducting transportation:</i>                              |              |              |              |
| Wages of conductors and men.....                               | \$13,848 94  | \$12,471 49  | \$26,320 43  |
| Wages of engineers and firemen.....                            | 13,483 54    | 17,060 26    | 30,533 80    |
| Fuel for locomotives.....                                      | 21,028 38    | 44,438 63    | 65,467 01    |
| Oil and waste.....   | 966 33       | 2,156 94     | 3,063 27     |
| Water supply.....  | 998 64       | 2,403 68     | 3,402 27     |
| Other train supplies or expenses.....                          | 1,376 92     | 3,799 86     | 5,176 78     |
| Wages of station agents and clerks.....                        | 5,004 29     | 12,084 76    | 17,089 05    |
| Wages for labor at stations.....                               |              | 20,104 77    | 20,104 77    |
| Station supplies.....  | 890 05       | 2,069 76     | 2,949 81     |
| Wages of watchmen, flagmen and switchmen.....                  | 4,989 61     | 11,964 57    | 16,944 18    |
| Other expenses for conducting transportation.....              | 484 41       | 1,139 24     | 1,623 65     |
| Total.....   | \$63,011 11  | \$129,663 91 | \$192,675 02 |
| <i>General expenses:</i>                                       |              |              |              |
| Salaries of general officers and clerks.....                   | \$3,967 00   | \$9,466 30   | \$13,433 30  |
| Stationery and printing.....                                   | 70 99        | 164 89       | 235 88       |
| Outside agencies and advertising.....                          | 628 79       | 1,531 93     | 2,160 72     |
| Legal expenses.....  | 917 46       | 2,461 66     | 3,379 12     |
| Losses and damage of freight and baggage.....                  |              | 415 15       | 415 15       |
| Claims against persons.....                                    | 13,131 29    | 1,084 15     | 14,215 44    |
| Telegraph maintenance and operation.....                       | 2,777 47     | 6,610 07     | 9,387 54     |
| Damage of cars of other companies (debit balance).....         |              | 5,097 72     | 5,097 72     |
| Other general expenses.....                                    | 1,217 67     | 2,838 04     | 4,055 61     |
| Total.....   | \$22,710 57  | \$29,669 91  | \$52,380 48  |
| Grand total operating expenses.....                            | \$139,836 00 | \$329,146 99 | \$468,982 99 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                       |
|---|-----------------------|
| Cost of road.....                             | \$4,217,352 11        |
| Cost of equipment.....                        | 434,520 47            |
| <i>Current assets, as follows, viz.:</i>      |                       |
| Cash on hand.....                             | \$30,275 29           |
| Open accounts.....                            | 190,277 00            |
| Materials and supplies.....                   | 26,006 55             |
|   | <u>258,560 84</u>     |
|   | <u>\$4,910,733 43</u> |
| LIABILITIES.                                  |                       |
| Capital stock.....                            | \$2,500,000 00        |
| Funded debt.....                              | 1,966,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | \$46,355 00           |
| Audited vouchers and pay-rolls.....           | 42,983 08             |
| Open accounts.....                            | 26,840 20             |
|   | <u>110,178 28</u>     |
| Profit and loss (surplus).....                | 384,555 14            |
|   | <u>\$4,910,733 43</u> |

## Traffic and Mileage Statistics.

| ITEM.   | Through.  | Local.    | Total.         |
|---|-----------|-----------|----------------|
| Number of passengers carried.....               | 20,295    | 267,456   | 287,751        |
| Number of passengers carried one mile.....      | 1,882,446 | 7,062,771 | 8,445,217      |
| Number of tons of freight carried.....          | 132,451   | 135,628   | 268,079        |
| Number of tons of freight carried one mile..... | 9,539,229 | 7,025,523 | 16,564,753     |
| Passenger train mileage.....                    | .....     | .....     | 227,144        |
| Freight train mileage.....                      | .....     | .....     | 204,155        |
| All other train mileage.....                    | .....     | .....     | 360,601        |
| Total train mileage.....                        | .....     | .....     | <u>791,900</u> |

| ITEM.   | Earnings.    | Expenses.    | Profit.      |
|---|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$258,743 71 | \$139,836 00 | \$118,907 71 |
| Average per passenger carried.....  | 90           | 49           | 41           |
| Average per passenger per mile.....   | 0306         | 0166         | 014          |
| Average per passenger train per mile.....   | 1 14         | 62           | 52           |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 605,497 22   | 329,146 99   | 276,350 23   |
| Average per ton of freight carried.....   | 2 26         | 1 23         | 1 03         |
| Average per ton of freight per mile.....  | 0365         | 0199         | 0166         |
| Average per freight train per mile.....   | 2 96         | 1 61         | 1 35         |

| ITEM.   | Through. | Local.   | Through and Local. |
|---|----------|----------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |          |          |                    |
| Average rate received per mile for carrying passengers, first-class.....      | Cents. 3 | Cents. 3 | Ct.                |
| Average rate received per mile for carrying passengers, second-class.....     | 2        | 2        |                    |
| Average rate received per mile for carrying passengers, all classes.....      | 1.972    | 2.36     |                    |
| Average rate received per mile per ton for carrying freight, all classes..... | .99      | 1.762    |                    |

## Description of Road and Equipment.

| TRACK.  |        | Miles owned, all<br>in N. Y. State. |
|---|--------|-------------------------------------|
| Main line from from Binghamton to Geddes, single track .....  | 81     |                                     |
| Second track on main line .....   | 31.50  |                                     |
| Sidings and turnouts on main line .....   | 37.04  |                                     |
| Grand total of tracks, sidings and turnouts .....   | 149.54 |                                     |
| Laid with steel rail, main line .....   | 112.50 |                                     |
| Average life of rails — steel, 12 years; iron, 6 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 73 lbs., minimum, 60 lbs.; iron, maximum, 80 lbs., minimum, 66 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel. |        |                                     |

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Iron bridges .....   | 57                             | Feet.<br>2,264    |
| Wooden bridges ..... | 2                              | 63                |
| Total .....          | 59                             | 2,317             |

| EQUIPMENT.                           |            |                       |                                |                                |                                 |                                   |
|--------------------------------------|------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
|                                      | No. owned. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
| Locomotives, 8 drivers .....         | 1          | \$7,000               | 154,000                        | 15                             | .....                           | .....                             |
| Locomotives, 6 drivers .....         | 9          | 8,800                 | 148,000                        | 15                             | 6                               | .....                             |
| Locomotives, 4 drivers .....         | 10         | 9,000                 | 155,000                        | 15                             | 7                               | .....                             |
| Total .....                          | 20         | .....                 | .....                          | .....                          | 13                              | .....                             |
| First-class passenger cars .....     | 9          | \$5,500               | 54,000                         | 15                             | 9                               | 9                                 |
| Baggage, mail and express cars ..... | 3          | 2,000                 | 46,000                         | 15                             | 3                               | 3                                 |
| Total .....                          | 12         | .....                 | .....                          | .....                          | 12                              | 12                                |
| Box freight cars .....               | 498        | \$500                 | 25,000                         | 10                             | .....                           | 32                                |
| Flat freight cars .....              | 111        | 425                   | 24,000                         | 10                             | .....                           | 48                                |
| Caboose, 4-wheel cars .....          | 4          | 400                   | 16,000                         | 10                             | .....                           | .....                             |
| Caboose, 3-wheel cars .....          | 5          | 550                   | 24,000                         | 10                             | 1                               | 1                                 |
| Service cars .....                   | 10         | 575                   | .....                          | 10                             | .....                           | .....                             |
| Total .....                          | 628        | .....                 | .....                          | .....                          | 1                               | 81                                |

Westinghouse air brake and Miller coupler are used on passenger cars.  
Horton and split switches are used on this line.

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Graph owned and operated by company, miles .....               | 81                             |
| Length of steel rails laid during year in repairs, miles ..... | 2.88                           |
| Roads crossing road at grade .....                             | 4                              |
| Way crossings at grade without protection .....                | 55                             |
| Way crossings at grade protected by gates or flagmen .....     | 15                             |
| Way crossings over or under grade .....                        | 10                             |
| Obstructions less than twenty feet above track .....           | 1                              |

Passenger cars are heated by Gold steam-heating apparatus, lighted by oil lamps and ventilated by Creamer and automatic ventilators.

The United States Express and Produce Despatch do business over this line at about \$4,000 a month.

Pullman's sleeping and parlor cars, owned jointly by Pullman's Palace Car Company and the Delaware, Lackawanna and Western Railroad Company, are run over the road under an agreement with the latter company.

The Lackawanna line and the Great Eastern line of transportation companies operate over this road under agreement with the Delaware, Lackawanna and Western Railroad Company.

This company receives from the government \$16,000 per annum, per allotments, for transporting the mails.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 13,859   | 5.17      |
| Grain.....                                 | 15,026   | 5.60      |
| Meats and provisions.....                  | 17,089   | 6.36      |
| Live stock.....                            | 19,722   | 7.36      |
| Lumber.....                                | 28,886   | 10.61     |
| Pig and bar iron and steel.....            | 6,533    | 2.44      |
| Iron and other ores.....                   | 884      | .14       |
| Coal and coke.....                         | 3,901    | 1.45      |
| Petroleum and other oils.....              | 4,462    | 1.67      |
| Manufactures.....                          | 80,150   | 29.30     |
| All other merchandise.....                 | 24,193   | 9.03      |
| All other agricultural products.....       | 37,598   | 14.02     |
| All other articles not included above..... | 16,231   | 6.06      |
| Total.....                                 | 268,079  | 100       |

## NUMBER OF ACCIDENTS.

|                | Injured. | Killed. | Total. |
|----------------|----------|---------|--------|
| Passenger..... | 1        | .....   | 1      |
| Employees..... | 5        | 7       | 12     |
| Others.....    | 4        | 6       | 10     |
| Total.....     | 10       | 13      | 23     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 768  
 Aggregate amount of salaries and wages paid them during year..... \$362,474 62

## Officers of the Company.

| Name.                     | Title.                    | Official Address.              |
|---------------------------|---------------------------|--------------------------------|
| SAMUEL SLOAN.....         | President.....            | 26 Exchange place, N. Y. city. |
| FRED F. CHAMBERS.....     | Secretary.....            | 26 Exchange place, N. Y. city. |
| FREDERICK H. GIBBENS..... | Treasurer.....            | 26 Exchange place, N. Y. city. |
| WILLIAM F. HALLSTEAD..... | General Manager.....      | Scranton, Pa.                  |
| A. H. SCHWARZ.....        | Asst. Superintendent..... | Syracuse, N. Y.                |

## Directors of the Company.

| Name.                     | Residence.      |
|---------------------------|-----------------|
| SAMUEL SLOAN.....         | New York city   |
| PERCY R. PYNE.....        | New York city   |
| GEORGE BLISS.....         | New York city   |
| URIEL A. MURDOCK.....     | New York city   |
| ERASTUS F. HOLDEN.....    | Syracuse, N.    |
| FREDERICK H. GIBBENS..... | New York city   |
| FRED F. CHAMBERS.....     | Somerville, N.  |
| BENJAMIN G. CLARKE.....   | Jersey City, N. |
| M. TAYLOR PYNE.....       | New York city.  |
| EDGAR S. AUCHINCLOSS..... | New York city.  |
| ARTHUR D. CHAMBERS.....   | East Orange, N. |
| EDWIN R. HOLDEN.....      | New York city.  |
| WILLIAM S. SLOAN.....     | New York city   |

Title of company, Syracuse, Binghamton and New York Railroad Company.  
 General offices at Syracuse, N. Y.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, first Wednesday in December.  
 For information concerning this report, address Fred'k H. Gibbens, Treasurer, 26  
 Exchange place, New York city.

## SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSEE—FALL BROOK COAL COMPANY.

(Date of charter, October 1, 1885.)

For history of organization, see Report of 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
|   | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter .....      | 13,260         | \$1,325,000         | .....                                      |
| Issued for actual cash .....            | 278            | \$27,800            | \$27,800                                   |
| Issued on account of construction ..... | 12,972         | 1,297,200           | .....                                      |
| Total now outstanding .....             | 13,250         | \$1,325,000         | \$27,800                                   |

Number of stockholders..... 44

## FUNDED DEBT.

| DESIGNATION OF LIEN.    | Date.         | Term, years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. |
|-------------------------|---------------|--------------|-----------|------------------|----------------------------|-----------------------------|
|                         |               |              | Rate.     | When<br>payable. |                            |                             |
| *† First mortgage ..... | Nov. 15, 1875 | 30           | p. c.     | May 15, Nov. 15  | \$1,000,000                | \$798,200                   |
| † Second mortgage ..... | Mar. 1, 1879  | 30           | 5         | Mar. 1, Sept. 1  | 600,000                    | 600,000                     |
| Total .....             |               |              |           |                  | \$1,600,000                | \$1,398,200                 |

## Cost of Road.

Total cost up to  
June 30, 1891.

|   |                |
|---|----------------|
| Grading, masonry and ballast .....              | \$954,350 44   |
| Bridges .....                                   | 406,637 01     |
| Superstructure (including ties) and rails ..... | 1,020,999 72   |
| Land and land damages .....                     | 295,246 06     |
| Fences .....                                    | 43,536 70      |
| Passenger and freight stations .....            | 62,476 39      |
| Engineering expenses .....                      | 108,397 17     |
| Telegraph line .....                            | 3,310 50       |
| Cost of constructing Penn Yan branch .....      | 125,000 00     |
| Total cost of road .....                        | \$3,019,953 99 |

The first mortgage bonds, the original actual issue of which amounted to \$1,000,000, have an accumulating sinking fund of 1 per cent per annum; under the application of which \$22,600 was taken up during the past year. The whole amount that has been taken up is \$201,800; leaving \$798,200 now outstanding.  
 Paid to contractors to pay for construction.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

|  |             |                     |
|--|-------------|---------------------|
| <i>Gross income from all sources as follows, viz.:</i>           |             |                     |
| Rent from Fall Brook Coal Company, lessee .....                  |             | \$223,024 30        |
| Interest on deposits, etc .....                                  |             | 1,814 93            |
| <b>Total .....</b>   |             | <b>\$224,839 23</b> |
| <i>Deductions from income, as follows, viz.:</i>                 |             |                     |
| Interest on funded debt due and accrued .....                    | \$98,467 25 |                     |
| Taxes on capital stock .....                                     | 2,650 00    |                     |
| Salaries and office expenses .....                               | 2,037 96    |                     |
|  |             | 91,155 21           |
| <b>Net income from all sources....</b>                           |             | <b>\$183,184 02</b> |
| <i>Payments from net income, as follows, viz.:</i>               |             |                     |
| Dividends declared, 8 per cent on \$1,325,000 common stock ..... |             | 106,000 00          |
| <b>Surplus for year ending June 30, 1891.....</b>                |             | <b>\$27,184 02</b>  |

## General Income Account.

|   |                     |
|---|---------------------|
| Surplus for year ending June 30, 1891 ..... | \$27,184 02         |
| Surplus up to June 30, 1890.....            | 374,429 98          |
| <b>Total surplus June 30, 1891.....</b>     | <b>\$401,614 00</b> |

## General Balance Sheet June 30, 1891.

|   |                       |
|---|-----------------------|
| <b>ASSETS.</b>                                |                       |
| Cost of road.....                             | \$3,019,963 99        |
| <i>Current assets, as follows, viz.:</i>      |                       |
| Cash on hand .....                            | 121,844 26            |
|   | <b>\$3,141,798 25</b> |
| <b>LIABILITIES.</b>                           |                       |
| Capital stock.....                            | \$1,325,000 00        |
| Funded debt.....                              | 1,398,200 00          |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | 16,964 25             |
| Profit and loss (surplus).....                | 401,614 00            |
|   | <b>\$3,141,798 25</b> |

## Officers of the Company.

| Name.                   | Title.              | Official Address.                  |
|-------------------------|---------------------|------------------------------------|
| GEORGE J. MAGEE.....    | President.....      | Corning, N. Y.                     |
| JOHN LANG.....          | Vice-President..... | Corning, N. Y.                     |
| EDWIN D. WORCESTER..... | Treasurer.....      | Grand Central Station, N. Y. city. |
| LOUIS P. MILLER.....    | Secretary.....      | Corning, N. Y.                     |

## Directors of the Company.

| Name.                     | Residence.      |
|---------------------------|-----------------|
| CHAUNCEY M. DEPEW .....   | New York city.  |
| CHARLES O. CLARKE.....    | New York city.  |
| SAMUEL F. BARGER.....     | New York city.  |
| EDWIN D. WORCESTER.....   | New York city.  |
| DWIGHT W. PARDEE.....     | Brooklyn, N. Y. |
| EDWIN Y. W. ROSSITEB..... | Flushing, N. Y. |
| JAMES TILLINGHAST.....    | Buffalo, N. Y.  |
| GEORGE J. MAGEE.....      | Watkins, N.     |
| DANIEL BEACH.....         | Watkins, N.     |
| JOHN LANG.....            | Watkins, N.     |
| JOHN MAGEE.....           | Watkins, N.     |
| ABRAHAM S. STOTHOFF.....  | Watkins, N.     |
| AUSTIN LATHROP.....       | Corning, N.     |

Title of company, The Syracuse, Geneva and Corning Railway Company.

General offices at Watkins, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Thursday in May.

For information concerning this report, address E. D. Worcester, Treasurer, Central Station, New York city.

## SYRACUSE, GENEVA AND CORNING.

## LESSEE.

## \* Cost of Equipment.

Total cost upto  
June 30, 1891.

|                                      |                       |
|--------------------------------------|-----------------------|
| Locomotives .....                    | \$467,762 88          |
| Passenger cars .....                 | 59,870 00             |
| Mail, baggage and express cars ..... | 38,875 00             |
| Freight and other cars .....         | 1,165,029 82          |
| <b>Total cost of equipment.....</b>  | <b>\$1,726,137 70</b> |

## Income Account for Year Ending June 30, 1891.

|   |                     |
|---|---------------------|
| Gross earnings from operation .....                 | \$669,072 91        |
| Less operating expenses (excluding all taxes) ..... | 491,608 27          |
| <b>Gross income from all sources .....</b>          | <b>\$177,464 64</b> |

*Deductions from income, as follows, viz.:*

|   |                    |
|---|--------------------|
| Rentals paid Syracuse, Geneva and Corning Railway Company ..... | \$223,024 30       |
| Taxes on earnings and capital stock .....                       | 9,547 90           |
|   | 232,572 20         |
| <b>Deficit for year ending June 30, 1891 .....</b>              | <b>\$55,107 56</b> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.         | Freight.            | Total.              |
|---|--------------------|---------------------|---------------------|
| Freight, through .....                  |                    |                     |                     |
| Freight, local .....                    |                    |                     |                     |
| Passengers, through .....               |                    | \$602,350 80        | \$602,350 80        |
| Passengers, local .....                 |                    |                     |                     |
| Mail .....                              | \$52,670 68        |                     | 52,670 68           |
| Express .....                           | 4,819 44           |                     | 4,819 44            |
|   | 4,842 33           |                     | 4,842 33            |
| <i>Miscellaneous, as follows, viz.:</i> |                    |                     |                     |
| Union News Company .....                |                    |                     |                     |
| Extra baggage .....                     |                    |                     |                     |
| Switching .....                         | 777 54             |                     | 777 54              |
|   |                    | 3,612 12            | 3,612 12            |
| <b>Total gross earnings .....</b>       | <b>\$63,109 99</b> | <b>\$605,962 92</b> | <b>\$669,072 91</b> |

## OPERATING EXPENSES.

*Maintenance of way and structures:*

|   |                   |                    |                    |
|---|-------------------|--------------------|--------------------|
| Repairs of track .....  | \$2,316 24        | \$22,242 50        | \$24,558 74        |
| Steel rails and fastenings laid, 435 tons .....                 | 1,429 06          | 15,116 21          | 16 545 27          |
| Repairs of roadbed .....  | 3,679 16          | 30,436 95          | 34,116 11          |
| Repairs of bridges (including culverts and cattle-guards) ..... | 248 49            | 2,374 85           | 2,623 34           |
| Repairs of stations, shops, docks, etc. ....                    | 104 00            | 852 38             | 956 38             |
| Repairs of fences .....   | 211 17            | 2,202 53           | 2,413 70           |
| Other expenses for maintenance of way and structures .....      | 297 68            | 11,679 70          | 11,977 88          |
| <b>Total .....</b>  | <b>\$8,285 80</b> | <b>\$84,905 12</b> | <b>\$93,190 92</b> |

*Maintenance of equipment:*

|                                    |                   |                    |                    |
|------------------------------------|-------------------|--------------------|--------------------|
| pairs of locomotives .....         | \$2,461 42        | \$39,870 08        | \$42,331 50        |
| pairs of cars .....                | 3,210 24          | 24,706 84          | 27,917 08          |
| pairs of machinery and tools ..... | 102 93            | 1,393 35           | 1,496 28           |
| <b>Total .....</b>                 | <b>\$5,774 59</b> | <b>\$65,970 27</b> | <b>\$71,744 86</b> |

urnished by other parties and used in connection with the operating of the Pine k Railway and the Corning, Cowanesque and Antrim Railway.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

|  | Passenger.  | Freight.     | Total.       |
|--|-------------|--------------|--------------|
| <i>Conducting transportation:</i>                        |             |              |              |
| Wages of conductors and men .....                        | \$5,009 26  | \$43,364 74  | \$48,374 00  |
| Wages of engineers and firemen .....                     | 4,183 98    | 42,900 11    | 47,084 09    |
| Fuel for locomotives .....                               | 4,233 65    | 39,746 41    | 43,980 06    |
| Oil and waste .....                                      | 461 77      | 8,615 43     | 4,017 30     |
| Water supply .....                                       | 200 85      | 2,284 73     | 2,485 58     |
| Other train supplies or expenses .....                   | 149 40      | 1,543 08     | 1,692 48     |
| Wages of station agents and clerks .....                 | 2,691 88    | 12,041 72    | 14,733 60    |
| Wages for labor at stations .....                        | .....       | 6,992 21     | 6,992 21     |
| Station supplies .....                                   | 186 42      | 911 09       | 1,097 51     |
| Wages of watchmen, flagmen and switchmen .....           | 436 43      | 7,230 71     | 7,667 14     |
| Other expenses for conducting transportation .....       | 338 00      | .....        | 338 00       |
| Total .....  | \$17,811 64 | \$160,630 23 | \$178,441 87 |
| <i>General expenses:</i>                                 |             |              |              |
| Salaries of general officers and clerks .....            | \$2,397 18  | \$22,244 21  | \$24,641 39  |
| General office expenses and supplies .....               | 879 86      | 2,511 05     | 3,390 91     |
| Stationery and printing .....                            | 564 13      | 1,456 69     | 2,020 82     |
| Outside agencies and advertising .....                   | 820 09      | 481 07       | 1,301 16     |
| Legal expenses .....                                     | 388 01      | 2,172 47     | 2,560 48     |
| Loss and damage of freight and baggage .....             | 69 43       | 1,024 17     | 1,093 60     |
| Damage to cattle and property .....                      | 801 95      | 602 64       | 1,404 59     |
| Injuries to persons .....                                | 316 87      | 263 31       | 579 86       |
| Telegraph maintenance and operation .....                | 1,027 22    | 6,218 54     | 7,245 76     |
| Mileage of cars of other companies (debit balance) ..... | 3,978 16    | 99,241 94    | 103,220 10   |
| Other general expenses .....                             | 606 34      | 465 59       | 971 93       |
| Total .....  | \$11,548 94 | \$136,681 68 | \$148,230 62 |
| Grand total operating expenses .....                     | \$43,420 97 | \$448,187 30 | \$491,608 27 |

## Traffic and Mileage Statistics.

| ITEM.  | Through.    | Local.    | Total.      |
|--|-------------|-----------|-------------|
| Number of passengers carried .....               | 5,714       | 141,460   | 147,174     |
| Number of passengers carried one mile .....      | 245,568     | 2,527,930 | 2,773,498   |
| Number of tons of freight carried .....          | 2,314,115   | 410,236   | 2,724,351   |
| Number of tons of freight carried one mile ..... | 133,370,349 | 9,774,327 | 143,144,676 |
| Passenger train mileage .....                    | .....       | .....     | 120,108     |
| Freight train mileage .....                      | .....       | .....     | 537,591     |
| All other train mileage .....                    | .....       | .....     | 2,630       |
| Total train mileage .....                        | .....       | .....     | 660,314     |

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..... | \$63,109 99 | \$43,420 97 | \$19,688 02 |
| Average per passenger carried .....  | 4288        | 295         | 4000        |
| Average per passenger per mile .....   | 02275       | 01565       | 00710       |
| Average per passenger train per mile .....   | 52546       | 36153       | 16393       |
| Freight earnings and expenses (including miscellaneous earnings) .....                     | 605,962 92  | 448,187 30  | 157,775 62  |
| Average per ton of freight carried .....   | 22242       | 16451       | 5591        |
| Average per ton of freight per mile .....  | 00423       | 00313       | 00110       |
| Average per freight train per mile .....   | 1 12718     | 83369       | 83242       |



## Traffic and Mileage Statistics—(Continued).

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.        | Through.       | Local.        | Through<br>and local. |
|--|----------------|---------------|-----------------------|
| Average rate received per mile for carrying pas-<br>sengers, all classes .....     | Cents.<br>1.82 | Cents.<br>1.9 | Cents.<br>1.899       |
| Average rate received per mile per ton for carry-<br>ing freight, all classes..... | .42            | .429          | .42                   |

## Description of Road and Equipment.

| TRACK.   | Miles leased, all<br>in N. Y. State. |
|--|--------------------------------------|
| Main line from Corning to Geneva, single track. ....   | 57.75                                |
| Branches or other roads, laid single track .....   | 6.43                                 |
| Total single track.....  | 64.18                                |
| Sidings and turnouts on main line .....  | 22.75                                |
| Sidings and turnouts on branches or other roads ....   | 2.75                                 |
| Total sidings and turnouts.....  | 25.50                                |
| Grand total of track, sidings and turnouts .....   | 89.68                                |
| Laid with steel rail, main line.....   | 57.75                                |
| Laid with steel rail, branches or other roads.....   | 6.43                                 |
| Weight of rails per yard—steel, maximum, 76 lbs.; minimum, 62 lbs.; gauge of track,<br>4 feet 8½ inches; ballasted with broken stone and gravel. |                                      |

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD. | From         | To             | Entire length<br>in New York<br>State. | Owned or<br>leased. | Miles laid with<br>steel rail. |
|-------------------------|--------------|----------------|--|---------------------|--------------------------------|
| Penn Yan branch.....    | Dresden..... | Penn Yan ..... | 6.43                                   | Leased.             | 6.43                           |

| BRIDGES.             | ENTIRE LINE IN NEW YORK<br>STATE. |                      |
|----------------------|-----------------------------------|----------------------|
|                      | Number.                           | Aggregate<br>length. |
| Iron bridges.....    | 20                                | Feet.<br>3,422       |
| Wooden bridges.....  | 1                                 | 26                   |
| Wooden trestles..... | 3                                 | 475                  |
| Total .....          | 24                                | 3,923                |

## EQUIPMENT.\*

passenger cars are equipped with Westinghouse brake and Miller coupler; Ames and old coupler and ordinary hand brake on freight and coal cars.  
prenz improved switch in use on entire line.

\*See report of Corning, Cowanessque and Antrim, lessees, ante.

## Miscellaneous Statistics.

| ITEM.   | Entire line in<br>N. Y. State. |
|---|--------------------------------|
| Telegraph owned and operated by company, miles.....           | 58                             |
| Railroads crossing road over or under grade.....              | 2                              |
| Highway crossings at grade without protection.....            | 71                             |
| Highway crossings at grade protected by gates or flagmen..... | 2                              |
| Overhead obstructions less than twenty feet above track.....  | 4                              |

Passenger cars are heated by Martin's anti-fire car heater and lighted with lamps (head-light oil used) and ventilated in roof.

The American Express Company runs over this line and pays first-class rates on all merchandise; cars furnished and maintained by Fall Brook Coal Company.

The Red line, Blue line, White line, Nickle Plate line, West Shore, Hoosac Tunnel line, Merchants' Despatch line and Southwest Despatch line all do business over this road. Cars furnished by the several lines at regular mileage rates and receive a pro rate of a fixed through rate of freight. No preference given.

United States government pays for transportation of mails on main line \$4,539.43 per annum, on branch, \$380 per annum.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.  | Per cent. |
|--|-----------|-----------|
| Flour.....   | 40,412    | 1.5       |
| Grain.....   | 146,366   | 5.4       |
| Meats and provisions.....  | 8,945     | .3        |
| Live stock.....  | 2,221     | .1        |
| Lumber.....  | 114,542   | 4.2       |
| Pig and bar iron and steel.....  | 40,646    | 1.5       |
| Iron or other ores.....  | 143,910   | 5.3       |
| Coal and coke.....   | 1,950,957 | 71.6      |
| Petroleum and other oils.....  | 7,062     | .2        |
| Shipments of manufactured goods received by railroad companies within this State from manufactories within this State..... | 47,450    | 1.7       |
| All other manufactures.....  | 51,041    | 1.9       |
| All other merchandise.....   | 56,779    | 2.1       |
| All other agricultural products.....   | 68,530    | 2.5       |
| All other articles not included above.....   | 45,500    | 1.7       |
| Total.....   | 2,724,351 | 100       |

## NUMBER OF ACCIDENTS.

|                             | Injured. | Killed. | Total. |
|-----------------------------|----------|---------|--------|
| Employees.....              | 19       | 2       | 21     |
| Others, not passengers..... |          | 4       | 4      |
| Total.....                  | 19       | 6       | 25     |

## EMPLOYEES.

|  |              |
|--|--------------|
| Average number of persons employed (including officials) during year.... | 396          |
| Aggregate amount of salaries and wages paid them during year.....        | \$226,493 59 |

## Officers of the Fall Brook Coal Co's. Railways.

| Name.                  | Title.                                  | Official Address. |
|------------------------|---|-------------------|
| GEO. J. MAGEE.....     | President.....                          | Cornning, N. Y.   |
| JOHN LANG.....         | First Vice-President and Treasurer..... | Cornning, N. Y.   |
| DANIEL BEACH.....      | Second Vice-President and Counsel.....  | Cornning, N. Y.   |
| JNO. H. LANG.....      | Secretary and Assistant Treasurer.....  | Cornning, N. Y.   |
| GEO. R. BROWN.....     | General Superintendent.....             | Cornning, N. Y.   |
| ROBT. H. CANFIELD..... | Assistant Superintendent.....           | Cornning, N. Y.   |
| E. F. KESHNER.....     | Traffic Manager.....                    | Cornning, N. Y.   |
| JNO. D. LAWTON.....    | Local Freight Agent.....                | Cornning, N. Y.   |
| W. H. NORTROP.....     | Passenger Agent.....                    | Cornning, N. Y.   |
| WM. NICHOLSON.....     | Auditor.....                            | Cornning, N. Y.   |

Title of lessee company, Fall Brook Coal Company.

General offices at Cornning, N. Y.

For information concerning this report, address John Lang, Treasurer, Cornning,

## SYRACUSE, ONTARIO AND NEW YORK.

LESSOR.

LESSEE — WEST SHORE.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, June 20, 1883.)

For history of organization, see Report of 1885.

Since July 1, 1890, the Syracuse, Ontario and New York Railway has been operated as the Chenango Branch of the West Shore Railroad, and on April 2, 1891, was formally leased for the term of its corporate existence to the West Shore Railroad Company.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....       | 7,500          | \$750,000        |                                      |
| Issued for actual cash .....            | 400            | \$40,000         | \$4,600                              |
| Issued on account of construction ..... | 4,000          | 400,000          | 400,000                              |
| Total now outstanding .....             | 4,400          | \$440,000        | \$404,600                            |

Number of stockholders..... 14

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | Date.        | Term, years | INTEREST.  |               | Amount authorized. | Amount outstanding. |
|----------------------------|--------------|-------------|------------|---------------|--------------------|---------------------|
|                            |              |             | Rate.      | When payable. |                    |                     |
| First mortgage bonds ..... | Oct. 1, 1883 | 50          | p. c.<br>6 | June & Dec.   | \$1,100,000        | \$1,100,000         |

## Cost of Road and Equipment.

\*Grand total cost of road and equipment up to June 30, 1891..... \$1,499,774 21

## General Balance Sheet June 30, 1891.

| ASSETS.  |                       |
|--|-----------------------|
| Cost of road and equipment.....                      | \$1,499,774 21        |
| Current assets, as follows, viz:                     |                       |
| Assets conveyed to West Shore Railroad Company ..... | 4,825 79              |
|  | <u>\$1,504,600 00</u> |

This road was acquired from the purchase, at the foreclosure sale, of the railroad and equipment of the Syracuse, Chenango and New York Railroad Company, and paid in stock and bonds; for this reason no classification can be given. The total reported for this year is reduced from preceding year by the sum of \$405,133.92, being an adjustment in profit and loss to close books.

|                     |  | LIABILITIES. |                       |
|---------------------|--|--------------|-----------------------|
| Capital stock ..... |  |              | \$404,000 00          |
| Funded debt .....   |  |              | 1,100,000 00          |
|                     |  |              | <u>\$1,504,000 00</u> |

**Officers of the Company.**

| Name.                   | Title.                | Official Address.                |
|-------------------------|-----------------------|----------------------------------|
| ASHBEL GREEN.....       | President.....        | 5 Vanderbilt avenue, N. Y. city. |
| EDWARD V. W. ROSSITER.. | Secretary and Treas.. | Grand Cent. Station, N. Y. city. |
| JAMES D. LAYNG.....     | General Manager.....  | 5 Vanderbilt avenue, N. Y. city. |

**Directors of the Company.**

| Name.                   | Residence.       |
|-------------------------|------------------|
| ASHBEL GREEN.....       | Tenafly, N. J.   |
| WALTER KATTE.....       | New York city.   |
| HERBERT E. KINNEY.....  | New York city.   |
| JAMES D. LAYNG.....     | New York city.   |
| JOSEPH P. ORD.....      | Englewood, N. J. |
| WILLIAM H. SANFORD..... | New York city.   |
| ALBERT B. TAYLOR.....   | Norwood, N. J.   |
| WILLIAM C. TAYLOR.....  | Hastings, N. Y.  |
| E. V. W. ROSSITER.....  | Flushing, N. Y.  |
| GEORGE S. PRINCE.....   | Roselle, N. J.   |
| CHARLES W. PIERSON..... | New York city.   |
| LAWRENCE DEPEW.....     | Detroit, Mich.   |
| JAMES W. MUSSON.....    | New York city.   |

Title of company, Syracuse, Ontario and New York Railway Company.

General offices at Grand Central Station, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in January.

For information concerning this report, address John Carstensen, Comptroller.

**TIOGA.**

FOR ITSELF AND AS LESSEE OF THE ELMIRA STATE LINE.

(Date of charter, February 28, 1826; reorganized April 6, 1850.)

For history of organization, see Report of 1888.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | COMMON.        |                  | PREFERRED.     |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. | No. of shares. | Total par value. |                                      |
| Authorized by law or charter .....                             |                | \$1,000,000      |                |                  |                                      |
| Issued for actual cash and now outstanding .....               | 7,824          | 391,200          | 8,794          | \$189,700        | \$580,900                            |
| Grand total of common and preferred stock now outstanding.. .. |                |                  |                |                  | \$580,900                            |
| Number of stockholders .....                                   |                |                  |                |                  | 18                                   |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.    | Date. | When due. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash real on amt outst'd |
|-------------------------|-------|-----------|-----------|---------------|--------------------|---------------------|--------------------------|
|                         |       |           | Rate.     | When payable. |                    |                     |                          |
| First mortgage bonds    | 1852  | 1915      | P.C.      | May & Nov..   | \$350,000          | \$239,500           | \$25                     |
| Third rail mort. bonds  | 1876  | 1896      | 7         | May & Nov..   | 375,000            | 125,000             | 12                       |
| Tioga Extension.....    | 1875  | 1905      | 7         | April & Oct.. | 265,000            | 265,000             | 26                       |
| * Elmira State Line.... | 1875  | 1905      | 7         | April & Oct.. | 160,000            | 160,000             | 16                       |
| Total.....              |       |           |           |               | \$1,160,000        | \$789,500           | \$7                      |

\* Both principal and interest guaranteed by the Tioga Railroad Company

### Cost of Road and Equipment.

\* Grand total cost of road and equipment up to June 30, 1891..... \$1,474,521 93

### Income Account for Year Ending June 30, 1891.

Gross earnings from operation..... \$272,617 61  
Less operating expenses (excluding all taxes) ..... 163,584 04

Gross income from all sources..... \$109,093 57

#### Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... \$50,475 00  
Rentals of leased lines ..... 14,794 00  
Taxes on property used in operation of road ..... 1,095 81  
Taxes on earnings and capital stock ..... 1,343 73

67,708 04

Surplus for year ending June 30, 1891..... \$41,325 53

### General Income Account.

Surplus for year ending June 30, 1891..... \$41,325 53  
Surplus up to June 30, 1890..... 2,368,814 30

Total surplus June 30, 1891..... \$2,410,139 83

### DETAILED STATEMENT OF RENTALS.

Elmira State Line Railroad, 7 per cent on \$29,200 stock ..... \$2,044 00  
Arnot and Pine Creek Railroad, 5 per cent on \$255,000 stock ..... 12,750 00

Total amount of rentals deducted from income..... \$14,794 00

### Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

|                                      | Passenger.  | Freight.     | Total.       |
|--------------------------------------|-------------|--------------|--------------|
| Freight, through ..... \$133,264 00  |             |              |              |
| Freight, local ..... 72,142 97       |             |              |              |
|                                      |             | \$205,406 97 | \$205,406 97 |
| Passengers, through..... \$27,131 89 |             |              |              |
| Passengers, local ..... 29,499 45    |             |              |              |
|                                      | \$56,631 34 |              | 56,631 34    |
| Mail.....                            | 4,584 72    |              | 4,584 72     |
| Express.....                         | 1,989 66    |              | 1,989 66     |
| Miscellaneous, as follows, viz.:     |             |              |              |
| Rents..... \$2,744 61                |             |              |              |
| Miscellaneous ..... 1,260 31         |             |              |              |
|                                      | 1,682 07    | 2,322 85     | 4,004 92     |
| Total gross earnings.....            | \$64,887 79 | \$207,729 82 | \$272,617 61 |

#### OPERATING EXPENSES.

|  |             |             |             |
|--|-------------|-------------|-------------|
| Maintenance of way and structures:                             |             |             |             |
| Repairs of track and roadbed .....                             | \$10,193 99 | \$20,398 20 | \$30,592 19 |
| Repairs of bridges (including culverts and cattle-guards)..... | 346 01      | 692 10      | 1,038 11    |
| Repairs of stations, shops, docks, etc.....                    | 1,496 37    | 2,679 65    | 4,176 02    |
| Repairs of fences.....   | 274 10      | 548 26      | 822 36      |
| Other expenses for maintenance of way and structures.....      | 879 09      | 1,758 25    | 2,637 34    |
| Total .....  | \$13,189 56 | \$26,076 46 | \$39,266 02 |
| Maintenance of equipment:                                      |             |             |             |
| pairs of locomotives.....                                      | \$5,872 81  | \$6,811 34  | \$12,684 15 |
| pairs of cars.....   | 721 66      | 10,300 32   | 11,021 98   |
| pairs of machinery and tools.....                              | 170 48      | 350 14      | 520 62      |
| Other expenses for maintenance of equipment.....               | 1,713 53    | 3,417 34    | 5,130 87    |
| Total .....  | \$8,478 48  | \$20,879 14 | \$29,357 62 |

Details of cost of road and equipment can not be furnished. The books of the Tioga Road Company came into the possession of the New York, Lake Erie and Western Road Company in 1885 and prior to that date the records show no details to enable one to analyze the account so as to make the distribution under the heads called by the form of report in use.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

|   | Passenger.  | Freight.     | Total.       |
|---|-------------|--------------|--------------|
| <i>Conducting transportation:</i>                       |             |              |              |
| Wages of conductors and men.....                        | \$6,663 60  | \$14,953 53  | \$21,617 13  |
| Wages of engineers and firemen .....                    | 5,352 53    | 12,949 76    | 18,302 29    |
| Fuel for locomotives .....                              | 4,414 90    | 13,512 41    | 17,927 31    |
| Oil and waste.....                                      | 246 29      | 731 93       | 977 22       |
| Water supply.....                                       | 442 43      | 884 99       | 1,327 42     |
| Other train supplies or expenses .....                  | 1,018 02    | 518 21       | 1,536 23     |
| Wages of station agents and clerks.....                 | 2,066 95    | 4,659 71     | 6,726 66     |
| Wages for labor at stations .....                       | 1,034 52    | 2,527 26     | 3,561 78     |
| Station supplies.....                                   | 926 81      | 1,478 05     | 2,404 86     |
| Wages of watchmen, flagmen and switchmen.....           | 160 38      | 374 22       | 534 60       |
| Other expenses for conducting transportation .....      | 292 44      | 190 80       | 483 24       |
| Total .....   | \$22,617 87 | \$52,780 87  | \$75,398 74  |
| <i>General expenses:</i>                                |             |              |              |
| Salaries of general officers and clerks .....           | \$2,282 83  | \$4,767 29   | \$7,050 12   |
| Stationery and printing .....                           | 278 96      | 558 20       | 837 16       |
| Outside agencies and advertising .....                  | 6 33        | 12 65        | 18 98        |
| Legal expenses.....                                     | 85 65       | 171 31       | 256 96       |
| Loss and damage of freight and baggage .....            |             | 18 69        | 18 69        |
| Damage to cattle and property.....                      | 150 00      |              | 150 00       |
| Injuries to persons .....                               | 5,552 77    | 817 22       | 6,369 99     |
| Telegraph maintenance and operation .....               | 1,749 95    | 4,842 04     | 6,591 99     |
| Mileage of cars of other companies (debit balance)..... | 80 43       | *1,863 88    | *1,783 45    |
| Other general expenses.....                             | 17 07       | 34 15        | 51 22        |
| Total .....   | \$10,203 99 | \$9,357 67   | \$19,561 66  |
| Grand total operating expenses.....                     | \$54,489 90 | \$109,094 14 | \$163,584 04 |

## General Balance Sheet June 30, 1891.

| ASSETS.   |                |
|---|----------------|
| Cost of road and equipment .....                      | \$1,474,521 93 |
| <i>Other permanent investments, as follows, viz.:</i> |                |
| Stock of other companies .....                        | 1,000 00       |
| Other permanent investments .....                     | 39,391 90      |
| <i>Current assets, as follows, viz.:</i>              |                |
| Open accounts, due by companies and individuals ..... | 2,309,758 16   |
|   | \$3,824,671 99 |
| LIABILITIES.  |                |
| Capital stock.....                                    | \$580,900 00   |
| Funded debt .....                                     | 789,500 00     |
| <i>Current liabilities, as follows, viz.:</i>         |                |
| Interest on funded debt due and accrued.....          | 10,891 66      |
| Dividends unpaid .....                                | 313 00         |
| Accrued rentals of leased lines .....                 | 3,698 50       |
| Elmira State Line Railroad Company stock .....        | 29,300 00      |
| Profit and loss (surplus) .....                       | 2,410,139 83   |
|   | \$3,824,671 99 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Through.   | Local.     | Total. |
|---|------------|------------|--------|
| Number of passengers carried.....           | 59,204     | 96,916     | 156    |
| Number of passengers carried one mile ....  | 1,189,326  | 1,147,597  | 2,336  |
| Number of tons of freight carried.....      | 351,713    | 464,717    | 816    |
| Number of tons of freight carried one mile. | 14,601,641 | 12,713,988 | 27,315 |

## Traffic and Mileage Statistics — (Continued).

| ITEM.                        | Through. | Local. | Total.  |
|------------------------------|----------|--------|---------|
| Passenger train mileage..... | .....    | .....  | 92,884  |
| Freight train mileage.....   | .....    | .....  | 129,888 |
| All other train mileage..... | .....    | .....  | 51,513  |
| Total train mileage.....     | .....    | .....  | 274,285 |

| ITEM.  | Earnings.   | Expenses.   | Profit.     |
|--|-------------|-------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$64,887 79 | \$51,489 90 | \$10,397 89 |
| Average per passenger carried.....   | 416         | 349         | 067         |
| Average per passenger per mile.....  | 02777       | 02332       | 00446       |
| Average per passenger train per mile.....  | 70          | 58          | 12          |
| Freight earnings and expenses (including miscellaneous earnings).....                | 207,729 82  | 109,094 14  | 98,635 68   |
| Average per ton of freight carried.....  | 25          | 13          | 12          |
| Average per ton of freight per mile.....   | 0076        | 00899       | 00361       |
| Average per freight train per mile.....  | 1 60        | 84          | 76          |

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.        | Through. | Local. | Through<br>and local. |
|--|----------|--------|-----------------------|
|  | Cents.   | Cents. | Cents.                |
| Average rate received per mile for carrying pas-<br>sengers, first-class.....      | 2.286    | 2.571  | 2.426                 |
| Average rate received per mile for carrying pas-<br>sengers, second-class.....     | 1.675    | .....  | 1.675                 |
| Average rate received per mile for carrying pas-<br>sengers, all classes.....      | 2.281    | 2.571  | 2.423                 |
| Average rate received per mile per ton for carry-<br>ing freight, all classes..... | .913     | .567   | .752                  |

## Description of Road and Equipment.

| TRACK.   | MILES OWNED.              |                   | MILES LEASED.             |                   | TOTAL MILES.              |                   |
|--|---------------------------|-------------------|---------------------------|-------------------|---------------------------|-------------------|
|  | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. | Length in<br>N. Y. State. | Entire<br>length. |
| Main line from State Line Junction to<br>Hoytville, Pa., single track..... | .....                     | 42.826            | 6.503                     | 18.387            | 6.503                     | 61.168            |
| Total of branches or other roads, single<br>track.....                     | .....                     | 3.564             | .....                     | .....             | .....                     | 3.564             |
| Total single track.....  | .....                     | 46.390            | 6.503                     | 18.337            | 6.503                     | 64.727            |
| Slidings and turnouts on main line.....                                    | .896                      | 19.795            | 1.752                     | 3.534             | 2.648                     | 23.329            |
| Slidings and turnouts on branches or other<br>roads.....                   | .....                     | 1.434             | .....                     | .....             | .....                     | 1.434             |
| Total slidings and turnouts.....   | .896                      | 21.229            | 1.752                     | 3.534             | 2.648                     | 24.763            |
| Total of tracks, slidings and turnouts.....                                | .896                      | 67.619            | 8.255                     | 21.871            | 9.151                     | 89.490            |
| Main line with steel rail, main line.....                                  | .....                     | 42.826            | 6.503                     | 8.030             | 6.503                     | 50.856            |
| Branches with steel rail, branches or other<br>roads.....                  | .....                     | 3.564             | .....                     | .....             | .....                     | 3.564             |
| Main line with iron rail, main line.....                                   | .....                     | .....             | .....                     | 10.307            | .....                     | 10.307            |

## REPORT OF THE RAILROAD COMMISSIONERS.

Average life of rails — steel, 12 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 63 lbs., minimum, 60 lbs.; iron, maximum, 66 lbs., minimum, 50 lbs.; gauge of track, 4 feet, 8½ inches; ballasted with gravel and cinders.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.     | From.                    | To                   | Length in New York State. | Entire length. | Owned or leased. | Miles laid with steel rail. | Miles laid with iron rail. |
|-----------------------------|--------------------------|----------------------|---------------------------|----------------|------------------|-----------------------------|----------------------------|
| Elmira State Line Railroad. | State Line Junction.     | Pa. State Line.      | 6.503                     | 6.503          | Leased.          | 6.503                       | .....                      |
| Morris Run branch .....     | Blossburg, Pa. ....      | Morris Run, Pa. .... | .....                     | 3.564          | Owned.           | 3.564                       | .....                      |
| Arnot and Pine Creek R. R.  | Arnot Junction, Pa. .... | Hoytville, Pa. ....  | .....                     | 11.834         | Leased.          | 1.527                       | 10.307                     |

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | .....              | .....             | 9            | 1,587             |
| Wooden bridges.....  | 2                  | 175.8             | 14           | 981               |
| Wooden trestles..... | 21                 | 1,106.4           | 65           | 3,218             |
| Total .....          | 23                 | 1,281.2           | 88           | 5,786             |

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|--------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers .....         | 2          | \$8,500               | 150,000                        | .....                           | .....                             |
| Locomotives, 6 drivers .....         | 6          | 7,500                 | 140,000                        | 1                               | .....                             |
| Locomotives, 4 drivers .....         | 4          | 6,500                 | 130,000                        | 4                               | .....                             |
| Total .....                          | 10         | .....                 | .....                          | 5                               | .....                             |
| First-class passenger cars .....     | 4          | \$5,000               | .....                          | 4                               | 4                                 |
| Second-class passenger cars .....    | 3          | 3,000                 | .....                          | 3                               | 1                                 |
| Baggage, mail and express cars ..... | 3          | 1,500                 | .....                          | .....                           | 3                                 |
| Total .....                          | 10         | .....                 | .....                          | 7                               | 7                                 |
| Box freight cars .....               | 21         | \$400                 | .....                          | .....                           | .....                             |
| Coal freight cars .....              | 497        | 350                   | .....                          | .....                           | .....                             |
| Flat freight cars .....              | 118        | 300                   | .....                          | .....                           | .....                             |
| Caboose, 4-wheel cars .....          | 3          | 500                   | .....                          | .....                           | .....                             |
| Service cars .....                   | 24         | 500                   | .....                          | .....                           | .....                             |
| Total .....                          | 663        | .....                 | .....                          | .....                           | .....                             |

Westinghouse brake and Miller coupler are used on passenger cars; hand b link and pin coupler on freight cars.



# Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line. |
|---|-----------------|--------------|
| Telegraph owned and operated by company, miles.....           | 9.7             | 68           |
| Length of steel rails laid during year in repairs, miles..... |                 | 4.6          |
| Highway crossings at grade without protection.....            | 3               | 73           |
| Highway crossings over or under grade.....                    |                 | 6            |
| Overhead obstructions less than twenty feet above track..     |                 | 7            |

Passenger cars are heated by steam, lighted with 300° oil and ventilated by movable sash in deck and transoms over doors.

Wells, Fargo & Co.'s express runs over this road; terms 40 per cent of earnings.

This road has no contract for carrying mails; service recognized.

# DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 3,337    | .41       |
| Grain.....                                 | 3,983    | .49       |
| Meats and provisions.....                  | 320      | .04       |
| Live stock.....                            | 695      | .08       |
| Lumber.....                                | 76,244   | 9.34      |
| Pig and bar iron and steel.....            | 628      | .08       |
| Coal and coke.....                         | 699,326  | 85.66     |
| Petroleum and other oils.....              | 811      | .10       |
| Manufactures.....                          | 3,689    | .45       |
| All other merchandise.....                 | 6,260    | .77       |
| All other agricultural products.....       | 7,132    | .87       |
| All other articles not included above..... | 14,004   | 1.71      |
| Total.....                                 | 816,430  | 100       |

# NUMBER OF ACCIDENTS.

|                             | * Injured. | Killed. | Total. |
|-----------------------------|------------|---------|--------|
| Employees.....              | 19         |         | 19     |
| Others, not passengers..... | 1          | 1       | 2      |
| Total.....                  | 20         | 1       | 21     |

# Officers of the Company.

| Name.                 | Title.              | Official Address.             |
|-----------------------|---------------------|-------------------------------|
| JOHN KING.....        | President.....      | P.-O. box 839, New York city. |
| S. M. FELTON, Jr..... | Vice-President..... | P.-O. box 839, New York city. |
| A. R. MACDONOUGH..... | Secretary.....      | P.-O. box 839, New York city. |
| EDWARD WHITE.....     | Treasurer.....      | P.-O. box 839, New York city. |

# Directors of the Company.

| Name.                   | Residence.     |
|-------------------------|----------------|
| HN KING.....            | New York city. |
| G. MCCULLOUGH.....      | New York city. |
| M. WHEELLOCK.....       | New York city. |
| DEN MILLS.....          | New York city. |
| H. COOK.....            | New York city. |
| LLIAM LIBBEY.....       | New York city. |
| M. FELTON, Jr.....      | New York city. |
| DREW DONALDSON.....     | New York city. |
| GEORGE W. QUINTARD..... | New York city. |
| REYNOLDS.....           | Elmira, N. Y.  |
| W. RATHBONE.....        | Elmira, N. Y.  |
| DRAKE.....              | Corning, N. Y. |

## REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, Tiooga Railroad Company.  
 General offices at 21 Cortlandt street, New York city.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, first Monday in November.  
 For information concerning this report, address A. R. Macdonough, Secretary.

## TONAWANDA VALLEY AND CUBA.

## RECEIVER'S REPORT.

(Date of charter, August 29, 1881.)

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross receipts from operation .....                 | \$13,555 80 |
| Less operating expenses (excluding all taxes) ..... | 16,315 21   |
| Deficit from operation .....                        | \$2,759 41  |
| Other resources, as follows, viz.:                  |             |
| Borrowed by receiver .....                          | 2,900 00    |
| Deficit due receiver .....                          | \$140 50    |
| Deficit due receiver, June 30, 1890 .....           | 6,426 73    |
| Total deficit due receiver, June 30, 1891 .....     | \$6,286 13  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            | Passenger. | Freight.   | Total.      |
|----------------------------|------------|------------|-------------|
| Freight .....              |            | \$9,353 42 | \$9,353 42  |
| Passengers .....           | \$3,748 37 |            | 3,748 37    |
| Miscellaneous .....        |            | 454 01     | 454 01      |
| Total gross earnings ..... | \$3,748 37 | \$9,807 43 | \$13,555 80 |

## OPERATING EXPENSES.

|   |             |
|---|-------------|
| Maintenance of way and structures ..... | \$1,494 88  |
| Maintenance of equipment .....          | 1,702 82    |
| Conducting transportation .....         | 10,611 78   |
| General expenses .....                  | 2,506 80    |
| Grand total operating expenses .....    | \$16,315 21 |

## Traffic and Mileage Statistics.

| ITEM.                                       | Local.  |
|---|---------|
| Number of passengers carried .....          | 10,799  |
| Number of passengers carried one mile ..... | 180,699 |
| Number of tons of freight carried .....     | 10,287  |
| Total train mileage .....                   | 18,990  |

## Description of Road and Equipment.

| TRACK.  | Miles o. in N. Y. St | 11 |
|---|----------------------|----|
| *Main line laid from Attica to Cuba, single track .....                         |                      | 20 |
| Sidings and turnouts on main line .....   |                      | 13 |
| Grand total of tracks, sidings and turnouts .....                               |                      | 13 |
| Laid with iron rail, main line .....  |                      | 20 |
| Weight of rails per yard — iron, 30 lbs.; gauge of track 3 feet; ballasted with |                      |    |

\* Operated from Attica to Sandusky only.

## BRIDGES.

Entire line in  
N. Y. State. Feet.

|                        |       |
|------------------------|-------|
| Wooden bridges .....   | 480   |
| Wooden trestles .....  | 8,880 |
| Aggregate length ..... | 9,340 |

## EQUIPMENT.

|                                      | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. |
|--------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|
| Locomotives, 4 drivers .....         | 2          | \$5,500               | 40,000                         | 1                               |
| First-class passenger car .....      | 1          | \$2,750               | 16,000                         | 1                               |
| Second-class passenger cars .....    | 5          | 2,000                 | .....                          | 3                               |
| Baggage, mail and express cars ..... | 2          | 1,250                 | .....                          | 2                               |
| Total .....                          | 6          | .....                 | .....                          | 6                               |
| Box freight cars .....               | 3          | .....                 | .....                          | .....                           |
| Trucks (pairs) .....                 | 39         | .....                 | .....                          | .....                           |
| Coal freight cars .....              | 1          | .....                 | .....                          | .....                           |
| Flat freight cars .....              | 1          | .....                 | .....                          | .....                           |
| Total .....                          | 44         | .....                 | .....                          | .....                           |

Eames' vacuum brake used on passenger cars.  
Stub switches used on road.

## Miscellaneous Statistics.

## ITEM.

Entire line in  
N. Y. State.

|   |       |
|---|-------|
| Telegraph owned by company, miles .....             | 59.09 |
| Railroads crossing road at grade .....              | 1     |
| Railroads crossing road over or under grade .....   | 2     |
| Highways crossing at grade without protection ..... | 31    |
| Highway crossings over or under grade .....         | 3     |

Passengers cars are heated by stoves and lighted by lamps.

United States Express Company runs over this road at 50 per cent of earnings.

## Officers of the Company.

| Name.                | Title.               | Official Address.           |
|----------------------|----------------------|-----------------------------|
| AUGUST STEIN .....   | Receiver .....       | 60 Broadway, New York city. |
| B. T. HUMPHREY ..... | Superintendent ..... | Attica, N. Y.               |

Title of company, Tonawanda Valley and Cuba Railroad.

General offices at room 163, No. 60 Broadway, New York city.

For information concerning this report address August Stein, Receiver.

## TROY AND BENNINGTON.

LESSOR.

LESSEE — FITCHBURG.

(Date of charter, May 27, 1861.)

For history of organization, see Reports of 1886 and 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....      | 1,508          | \$150,800           | .....                                      |
| Issued for actual cash .....           | 754            | \$75,400            | .....                                      |
| Issued on account of construction..... | 754            | 75,400              | .....                                      |
| Total now outstanding.....             | 1,508          | \$150,800           | \$150,800                                  |

Number of stockholders.....

57

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN.                  | Date. | Term,<br>years. | INTEREST. |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|--|-------|-----------------|-----------|------------------|----------------------------|-----------------------------|--|
|  |       |                 | Rate.     | When<br>payable. |                            |                             |  |
| First mortg. regis-<br>tered bonds ..... | 1880  | *               | p.c.<br>6 | Feb. & Aug..     | \$72,000                   | \$44,000                    | \$45,230   |

## Cost of Road.

Total cost up to  
June 30, 1891.

|   |              |
|---|--------------|
| Grading, masonry and ballast .....                                      | \$129,057 43 |
| Bridges.....  | 27,220 14    |
| Superstructure (including ties) and rails .....                         | 35,196 34    |
| Land, land damages and fences .....                                     | 36,571 70    |
| Passenger and freight stations .....                                    | 1,322 00     |
| Engineering expenses and interest and discount charged to construction. | 7,885 78     |
| Total cost of road.....   | \$236,953 37 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross income from rental .....                     | \$15,400 00 |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Interest on funded debt due and accrued .....      | \$2,790 00  |
| Salary of treasurer .....                          | 250 00      |
| Directors' meeting and postage.....                | 22 30       |
| Net income from all sources .....                  | .....       |
| <i>Payments from net income, as follows, viz.:</i> |             |
| Dividends declared, 3 per cent, February 2.....    | \$4,524 00  |
| Dividends declared, 3 per cent, August 2.....      | 4,524 00    |
| Surplus for year ending June 30, 1891 .....        | .....       |

\* Payable at various dates; the last due August 2, 1890.

† Only \$70,000.

## General Income Account.

|   |                    |
|---|--------------------|
| Surplus for year ending June 30, 1891 ..... | \$3,289 70         |
| Surplus up to June 30, 1890.....            | 40,858 67          |
| <b>Total surplus June 30, 1891.....</b>     | <b>\$44,148 37</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                           |                     |
|-----------------------------------|---------------------|
| Cost of road.....                 | \$236,953 37        |
| Current assets, as follows, viz.: |                     |
| Cash on hand .....                | 1,995 00            |
|                                   | <b>\$238,948 37</b> |
| LIABILITIES.                      |                     |
| Capital stock.....                | \$150,800 00        |
| Funded debt.....                  | 44,000 00           |
| Profit and loss (surplus).....    | 44,148 37           |
|                                   | <b>\$238,948 37</b> |

## Officers of the Company.

| Name.             | Title.                        | Official Address. |
|-------------------|-------------------------------|-------------------|
| L. E. GURLEY..... | President .....               | Troy, N. Y.       |
| P. H. NEHER.....  | Vice-President .....          | Troy, N. Y.       |
| PAUL COOK .....   | Secretary and Treasurer ..... | Troy, N. Y.       |

## Directors of the Company.

| Name.                    | Residence.          |
|--------------------------|---------------------|
| JOHN M. CORLISS.....     | Waterford, N. Y.    |
| THOMAS W. LOCKWOOD.....  | Troy, N. Y.         |
| A. CLARK FELLOWS.....    | Troy, N. Y.         |
| J. FRANKLIN FELLOWS..... | Troy, N. Y.         |
| L. E. GURLEY.....        | Troy, N. Y.         |
| W. W. WHITMAN.....       | Troy, N. Y.         |
| PHILIP H. NEHER.....     | Troy, N. Y.         |
| WM. H. DOUGHTY.....      | Troy, N. Y.         |
| JAS. H. CARPENTER.....   | Troy, N. Y.         |
| WM. F. GURLEY.....       | Troy, N. Y.         |
| JNO. C. HOUSE.....       | Troy, N. Y.         |
| THOS. VAIL.....          | Troy, N. Y.         |
| PAUL COOK.....           | Lansingburgh, N. Y. |

Title of company, Troy and Bennington Railroad Company.

General offices at 514 Fulton street, Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report, address Paul Cook, Secretary and Treasurer.

## TROY AND GREENBUSH.

## LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, May 14, 1845.)

## Capital Stock.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....               | 5,500          | \$275,000        |
| Issued for actual cash and now outstanding ..... | 5,488          | 274,400          |

\* Including a ten per cent stock dividend made before 1851.

| Cost of Road.            |           |
|--------------------------|-----------|
| Total cost of road ..... | \$274,400 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Rent from New York Central and Hudson River Railroad Company ..... | \$19,260 00 |
| Dividend on seventy shares of the stock of the association .....   | 245 00      |
| Gross income from all sources .....                                | \$19,495 00 |
| <i>Deductions from income, as follows, viz.:</i>                   |             |
| Expenses .....   | 230 00      |
| Net income from all sources .....                                  | \$19,265 00 |
| <i>Payments from net income, as follows, viz.:</i>                 |             |
| Dividends declared, 7 per cent on \$274,400 common stock .....     | 19,306 00   |
| Surplus for year ending June 30, 1891 .....                        | \$67 00     |

## General Balance Sheet June 30, 1891.

| ASSETS.  |                     |
|--|---------------------|
| Cost of road .....                               | \$274,400 00        |
| Seventy shares of stock of the association ..... | 3,630 00            |
| Cash on hand .....                               | 690 91              |
|  | <u>\$278,740 91</u> |
| LIABILITIES.                                     |                     |
| Capital stock .....                              | \$274,400 00        |
| Profit and loss (surplus) .....                  | 4,340 91            |
|  | <u>\$278,740 91</u> |

## Officers of the Company.

| Name.                    | Title.                        | Official Address. |
|--------------------------|-------------------------------|-------------------|
| JOSEPH M. WARREN .....   | President .....               | Troy, N. Y.       |
| THOMAS W. LOCKWOOD ..... | Vice-President .....          | Troy, N. Y.       |
| JOHN B. GALE .....       | Secretary and Treasurer ..... | Troy, N. Y.       |

## Directors of the Company.

| Name.                     | Residence.          |
|---------------------------|---------------------|
| JOSEPH M. WARREN .....    | Troy, N. Y.         |
| GEORGE H. CRAMER .....    | Troy, N. Y.         |
| THOMAS W. LOCKWOOD .....  | Troy, N. Y.         |
| STEPHEN E. WARREN .....   | Troy, N. Y.         |
| JOHN B. GALE .....        | Williamstown, Mass. |
| WILLIAM A. THOMPSON ..... | Troy, N. Y.         |
| JOHN I. THOMPSON .....    | Troy, N. Y.         |
| GEORGE R. THOMPSON .....  | Troy, N. Y.         |
| WALTER P. TILLMAN .....   | Troy, N. Y.         |
| JAMES A. EDDY .....       | Troy, N. Y.         |
| EDWARD C. GALE .....      | Troy, N. Y.         |

Title of company. Troy and Greenbush Railroad Association.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, October.

For information concerning this report, address John B. Gale, Secretary and Treasurer.

**TROY, SARATOGA AND NORTHERN.**

LESSOR.

LESSEE—BOSTON, HOOSAC TUNNEL AND WESTERN.

OPERATED BY FITCHBURG.

(Date of charter, September 2, 1886.)

For history of organization, etc., see Report of 1886.

**Capital Stock.**

|   | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
|   | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter.....           | 23,000         | \$2,300,000         | .....                                      |
| Issued for actual cash and now outstanding. | 7,266          | 726,600             | \$726,600                                  |

**Cost of Road and Equipment.**

Details not yet rendered by contractors as to Hoosac Tunnel and Saratoga Railway Company.

Saratoga Lake railway purchased for a round sum of par for bonds outstanding at date of purchase.

**Officers of the Company.**

| Name.                    | Title.                | Official Address.              |
|--------------------------|-----------------------|--------------------------------|
| WILLIAM H. HOLLISTER.... | President.....        | 120 Broadway, New York city.   |
| GEORGE A. TORREY.....    | Vice-President.....   | 17 State street, Boston, Mass. |
| AARON T. SMITH.....      | Secretary and Treas.. | 120 Broadway, New York city.   |

**Directors of the Company.**

| Name.                     | Residence        |
|---------------------------|------------------|
| JOHN QUINCY ADAMS.....    | Quincy, Mass.    |
| ROBERT CODMAN.....        | Boston, Mass.    |
| CHARLES T. CROCKER.....   | Fitchburg, Mass. |
| WILLIAM H. HOLLISTER..... | New York city.   |
| HENRY C. LAWRENCE.....    | New York city.   |
| CHARLES C. LEABY.....     | New York city.   |
| RUDOLPH KEPPLER.....      | New York city.   |
| HENRY S. MARCY.....       | Boston, Mass.    |
| JAMES KENFREW, JR.....    | Adams, Mass.     |
| AARON T. SMITH.....       | Orange, N. J.    |
| GEORGE A. TORREY.....     | Boston, Mass.    |
| RODNEY WALLACE.....       | Fitchburg, Mass. |
| DAVID P. KIMBALL.....     | Boston, Mass.    |

Title of company, Troy, Saratoga and Northern Railroad Company.

General offices at 120 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in August.

For information concerning this report, address A. T. Smith, Secretary and Treasurer

## TROY UNION.

## LESSOR.

Road operated by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company and the Fitchburg Railroad Company.

## Capital Stock.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding ..... | 300            | \$30,000         |

## Cost of Road.

Total cost up to  
June 30, 1891.

|                                      |              |
|--------------------------------------|--------------|
| Grading and masonry .....            | \$157,001 25 |
| Ballast .....                        | 6,089 22     |
| Bridges .....                        | 70,426 10    |
| Land damages .....                   | 395,557 23   |
| Passenger and freight stations ..... | 141,009 25   |
| Engineering expenses .....           | 12,810 05    |
| Total cost of road .....             | \$783,264 80 |

## Income Account For Year Ending June 30, 1891.

This company has no earnings. Its expenses are paid by the New York Central and Hudson River Railroad Company, Delaware and Hudson Canal Company, and Fitchburg Railroad Company, who use the property in common.

## Officers of the Company.

| Name.                  | Title.                        | Official Address. |
|------------------------|-------------------------------|-------------------|
| J. M. TOUCEY.....      | President .....               | New York city.    |
| ISAAC V. BAKER .....   | Vice-President.....           | Comstock, N. Y.   |
| THEODORE VOORHEES..... | Secretary and Treasurer ..... | New York city.    |

## Directors of the Company.

| Name.                  | Residence.      |
|------------------------|-----------------|
| J. M. TOUCEY.....      | New York city.  |
| THEODORE VOORHEES..... | New York city.  |
| W. J. VAN ARSDALE..... | New York city.  |
| H. G. YOUNG .....      | Albany, N. Y.   |
| C. M. BISSELL .....    | Albany, N. Y.   |
| F. A. HARRINGTON ..... | Albany, N. Y.   |
| ISAAC V. BAKER .....   | Comstock, N. Y. |
| H. S. MARCY.....       | Boston, Mass.   |
| J. CRANDALL .....      | Troy, N. Y.     |
| JOHN ADAMS .....       | Boston, Mass.   |
| D. FARLIN .....        | Albany, N. Y.   |
| H. WALTER WEBB.....    | New York city.  |

Title of company, Troy Union Railroad.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, first Monday in November.

For information concerning this report, address Theodore Voorhees, Secretary  
Treasurer, Grand Central Station, New York city.



ULSTER AND DELAWARE.

(Date of charter, May 1, 1875.)

For history of organization, etc., see Reports of 1888 and 1889.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|                                   | COMMON.        |                  |
|-----------------------------------|----------------|------------------|
|                                   | No. of shares. | Total par value. |
| Authorized by law or charter..... | 30,000         | \$3,000,000      |
| * Issued and now outstanding..... | 16,946         | 1,694,600        |

Number of stockholders ..... 28

FUNDED DEBT.

| DESIGNATION OF LIEN.               | Date.        | Term, years. |         | INTEREST.      | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|------------------------------------|--------------|--------------|---------|----------------|--------------------|---------------------|--------------------------------------|
|                                    |              |              | Rate.   | When payable.  |                    |                     |                                      |
| First consolidated mortgage bonds. | June 1, 1888 | 40           | p. c. 5 | June 1, Dec. 1 | \$2,000,000        | \$1,393,000         | \$238,955 84                         |
| Second mortgage income bonds ...   | July 1, 1875 | 30           | 7       | Feb. 1, Aug. 1 | 1,400,000          | 4,700               | .....                                |
| Total.....                         |              |              |         |                | \$3,400,000        | \$1,397,700         | \$238,955 84                         |

Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading, masonry and ballast .....                  |  | \$31,532 48   |
| Bridges.....  |  | 19,027 01   |
| Superstructure (including ties) and rails .....     | \$316 91   | 35,444 82   |
| Land, land damages and fences .....                 |  | 201,094 96  |
| Passenger and freight stations .....                |  | 15,727 78   |
| Engine, car-houses .....                            | 817 51   | 20,282 74   |
| Shops, machinery and tools .....                    | 3,617 10   | 11,361 86   |
| Fuel and water stations .....                       |  | 3,785 96  |
| Engineering expenses.....                           |  | 2,366 85  |
| Interest and discount charged to construction ..... | 7,349 99   | 61,044 16   |
| Recharge of constructed road.....                   | 1250 00  | 2,623,571 32  |
| Telegraph line .....                                |  | 1,925 58  |
| Total cost of road .....                            | \$11,351 51  | \$3,027,155 52  |

Eleven thousand five hundred and twenty-one shares issued to bondholders of the Mont and Oswego Railroad Company and 5,425 shares issued to retire second mortgage income bonds.  
credit.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Locomotives.....                            | \$8,975 00   | \$108,428 80  |
| Passenger cars.....                         |  | 72,488 44   |
| Mail, baggage and express cars .....        |  | 8,400 00  |
| Freight and other cars .....                |  | 84,408 32   |
| Total cost of equipment.....                | \$8,975 00   | \$271,696 56  |
| Grand total cost of road and equipment..... | \$20,826 51  | \$3,398,862 08  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                              |             |             |
|------------------------------|-------------|-------------|
| New trestle.....             | \$316 91    |             |
| New building at Rondout..... | 817 51      |             |
| Lathe for Rondout shop ..... | 3,617 10    |             |
| Discount on bonds .....      | 7,348 99    |             |
|                              | \$12,101 51 |             |
| Less sale of safe .....      | 250 00      |             |
| Locomotive and tender.....   |             | \$11,851 51 |
|                              |             | 8,975 00    |
|                              |             | \$20,826 51 |

## Income Account for Year Ending June 30, 1891.

|   |             |              |
|---|-------------|--------------|
| Gross earnings from operation.....                  |             | \$376,144 17 |
| Less operating expenses (excluding all taxes) ..... |             | 236,269 04   |
| Gross income from all sources.....                  |             | \$139,875 13 |
| <i>Deductions from income, as follows, viz:</i>     |             |              |
| Interest on funded debt due and accrued.....        | \$70,458 25 |              |
| Taxes on property used in operation of road .....   | 19,013 15   |              |
| Taxes on earnings and capital stock.....            | 1,832 12    |              |
| Taxes other than above.....                         | 422 90      |              |
| Discount and interest.....                          | 1,825 31    |              |
|   |             | \$9,552 73   |
| Surplus for year ending June 30, 1891 .....         |             | \$46,331 40  |

## General Income Account.

|  |              |
|--|--------------|
| Surplus for year ending June 30, 1891..... | \$46,331 40  |
| Surplus up to June 30, 1890.....           | 287,336 96   |
| Total surplus June 30, 1891.....           | \$303,669 36 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                       | Earnings.    | Freight.     | Total.       |
|---------------------------------------|--------------|--------------|--------------|
| Freight, all local.....               |              | \$290,754 46 | \$290,754 46 |
| Passenger, all local .....            | \$127,315 04 |              | 127,315 04   |
| Mail .....                            | 7,972 12     |              | 7,972 12     |
| Express .....                         | 9,181 03     |              | 9,181 03     |
| <i>Miscellaneous as follows, viz:</i> |              |              |              |
| Telegraph.....                        | 469 88       | 490 12       | 960 00       |
| Sundries .....                        | 87 34        | 84 18        | 171 52       |
| Total gross earnings.....             | \$144,925 41 | \$281,218 76 | \$577,144 17 |

\*Credit.

Analysis of Gross Earnings and Operating Expenses—(Continued).

OPERATING EXPENSES.

|  | Passenger.   | Freight.     | Total.       |
|--|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                      |              |              |              |
| Repairs of roadbed.....  | \$27,916 27  | \$25,563 96  | \$53,470 23  |
| Repairs of bridges (including culverts and cattle-guards)..... | 2,441 34     | 2,234 75     | 4,676 09     |
| Repairs of stations, shops, docks, etc.....                    | 3,453 73     | 3,161 47     | 6,615 20     |
| Repairs of fences.....   | 888 46       | 813 29       | 1,701 75     |
| Other expenses for maintenance of way and structures.....      | 63 19        | 57 84        | 121 03       |
| Total .....  | \$34,762 99  | \$31,821 31  | \$66,584 30  |
| <i>Maintenance of equipment:</i>                               |              |              |              |
| Repairs of locomotives.....                                    | \$5,834 98   | \$5,341 22   | \$11,176 20  |
| Repairs of cars.....   | 4,287 47     | 11,302 99    | 15,670 46    |
| Repairs of machinery and tools.....                            | 804 55       | 736 48       | 1,541 03     |
| Other expenses for maintenance of equipment.....               | 967 74       | 885 86       | 1,853 60     |
| Total .....  | \$11,874 74  | \$18,266 55  | \$30,141 29  |
| <i>Conducting transportation:</i>                              |              |              |              |
| Wages of conductors and men.....                               | \$10,601 91  | \$9,704 77   | \$20,306 68  |
| Wages of engineers and firemen.....                            | 9,258 36     | 8,474 81     | 17,733 27    |
| Fuel for locomotives.....                                      | 20,877 16    | 19,110 51    | 39,987 67    |
| Oil and waste.....   | 1,820 51     | 1,686 46     | 3,496 97     |
| Water supply.....  | 525 82       | 481 33       | 1,007 15     |
| Other train supplies or expenses.....                          | 280 13       | 256 43       | 536 56       |
| Wages of station agents and clerks.....                        | 5,338 37     | 4,886 63     | 10,225 00    |
| Wages for labor at stations.....                               | 4,290 03     | 3,927 11     | 8,217 04     |
| Station supplies.....  | 571 49       | 523 13       | 1,094 62     |
| Wages of watchmen, flagmen and switchmen.....                  | 1,414 51     | 1,294 81     | 2,709 32     |
| Other expenses for conducting transportation.....              | 1,557 06     | 1,425 30     | 2,982 36     |
| Total .....  | \$56,535 35  | \$51,761 29  | \$108,296 64 |
| <i>General expenses:</i>                                       |              |              |              |
| Salaries of general officers and clerks.....                   | \$7,256 18   | \$6,642 15   | \$13,898 33  |
| General office expenses and supplies.....                      | 637 41       | 583 47       | 1,220 88     |
| Stationery and printing.....                                   | 1,165 20     | 1,066 61     | 2,231 81     |
| Outside agencies and advertising.....                          | 678 91       | 621 47       | 1,300 38     |
| Legal expenses.....  | 1,539 77     | 1,409 48     | 2,949 25     |
| Damage to cattle and property.....                             | 169 23       | 154 91       | 324 14       |
| Injuries to persons.....                                       | 458 42       | 419 64       | 878 06       |
| Telegraph maintenance and operation.....                       | 2,723 21     | 2,492 78     | 5,215 99     |
| Mileage of cars of other companies (debit balance).....        | 899 94       | 823 79       | 1,723 73     |
| Other general expenses.....                                    | 785 35       | 743 89       | 1,529 24     |
| Total .....  | \$16,313 62  | \$14,933 19  | \$31,246 81  |
| Grand total operating expenses .....                           | \$119,486 70 | \$116,772 34 | \$236,259 04 |

General Balance Sheet June 30, 1891.

ASSETS.

|  |                       |
|--|-----------------------|
| Cost of road.....                        | \$3,027,155 52        |
| Cost of equipment.....                   | 271,696 56            |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand.....                        | \$27,377 67           |
| Due by agents.....                       | 16,761 38             |
| Open accounts.....                       | 54,842 49             |
| Materials and supplies.....              | 31,906 55             |
|  | 130,888 09            |
|  | <u>\$3,429,740 17</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

| LIABILITIES.                                  |            |                       |
|---|------------|-----------------------|
| Capital stock.....                            |            | \$1,694,600 00        |
| Funded debt.....                              |            | 1,397,700 00          |
| <i>Current liabilities, as follows, viz.:</i> |            |                       |
| Interest on funded debt due and accrued.....  | \$5,804 17 |                       |
| Audited vouchers and pay-rolls.....           | 27,966 65  |                       |
|   |            | \$3,770 82            |
| Profit and loss (surplus).....                |            | 303,669 35            |
|   |            | <u>\$3,429,740 17</u> |

## Traffic and Mileage Statistics.

| ITEM.   | All local.     |
|---|----------------|
| Number of passengers carried.....               | 205,185        |
| Number of passengers carried one mile.....      | 4,592,406      |
| Number of tons of freight carried.....          | 186,080        |
| Number of tons of freight carried one mile..... | 4,452,515      |
| Passenger train mileage.....                    | 141,015        |
| Freight train mileage.....                      | 105,081        |
| All other train mileage.....                    | 23,998         |
| Total train mileage.....                        | <u>270,094</u> |

| ITEM.   | Earnings.    | Expenses.    | Profit.     |
|---|--------------|--------------|-------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$144,926 41 | \$119,486 70 | \$25,438 71 |
| Average per passenger carried.....  | 70631        | 58233        | 12398       |
| Average per passenger per mile.....   | 03156        | 02602        | 00554       |
| Average per passenger train per mile.....   | 1 02773      | 84733        | 1304        |
| Freight earnings and expenses (including miscellaneous expenses).....                     | 231,218 76   | 116,772 34   | 114,446 42  |
| Average per ton of freight carried.....   | 1 24929      | 63063        | 61836       |
| Average per ton of freight per mile.....  | 05193        | 02622        | 02671       |
| Average per freight train per mile.....   | 2 20038      | 1 11126      | 1 08912     |

| ITEM.   | All local. |
|---|------------|
| Computed on earnings from carrying passengers and freight only.....         | Cents.     |
| Average rate received per mile for carrying passengers, all classes.....    | 2.773      |
| Average rate received per mile per ton for carrying freight, all classes... | 5.182      |

## Description of Road and Equipment.

| TRACK.  | Mileg. owned, all in N. Y. State. | Mileg. leased, all in N. Y. State. | Total miles, all in N. Y. State. |
|---|-----------------------------------|------------------------------------|----------------------------------|
| Main line from Rondout to Hobart, single track..... | 77.61                             | 8.79                               | 86.40                            |
| Sidings and turnouts on main line.....              | 14.33                             | .25                                | 14.58                            |
| Grand total of tracks, sidings and turnouts.....    | <u>91.94</u>                      | <u>9.04</u>                        | <u>100.98</u>                    |
| Laid with steel rail, main line.....                | 77.61                             | 8.79                               |                                  |
| Laid with steel rail, sidings.....                  | .50                               | .25                                |                                  |
| Laid with iron rail, sidings.....                   | 13.83                             |                                    |                                  |

Average life of rails—steel, 15 years; average life of ties, 5 years; weight of per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; gauge of track, 4 feet 8½ in ballasted with broken stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.        | From         | To               | Entire length<br>in N. Y. State. | Owned or<br>leased. | Miles laid with<br>steel rail. |
|--------------------------------|--------------|------------------|----------------------------------|---------------------|--------------------------------|
| Delaware and Otsego Railroad.. | Hobart ..... | Bloomville ..... | 8.79                             | Leased.             | 8.79                           |

| BRIDGES.             | ENTIRE LINE IN NEW YORK<br>STATE. |                      |
|----------------------|-----------------------------------|----------------------|
|                      | Number.                           | Aggregate<br>length. |
| Iron bridges.....    | 1                                 | Feet.<br>220         |
| Wooden bridges.....  | 48                                | 2,508                |
| Wooden trestles..... | 16                                | 638                  |
| Total.....           | 65                                | 3,361                |

| EQUIPMENT.                           | No. owned. | Average cost<br>of each. | Maximum<br>weight of each<br>in lbs. | Average life of<br>each in years. | No. equipped<br>with patent<br>brake. | No. equipped<br>with patent<br>coupler. |
|--------------------------------------|------------|--------------------------|--------------------------------------|-----------------------------------|---------------------------------------|---|
| Locomotives, 6 drivers .....         | 5          | \$10,000                 | 149,000                              | 12                                | 2                                     | .....                                   |
| Locomotives, 4 drivers .....         | 11         | 9,000                    | 120,000                              | 12                                | 10                                    | .....                                   |
| Total .....                          | 16         | .....                    | .....                                | .....                             | 12                                    | .....                                   |
| First-class passenger cars.....      | 17         | \$4,800                  | 39,000                               | 15                                | 17                                    | 17                                      |
| Second-class passenger cars.....     | 4          | 3,000                    | 37,000                               | 15                                | 4                                     | 4                                       |
| Baggage, mail and express cars ..... | 7          | 2,700                    | 32,000                               | 12                                | 7                                     | 7                                       |
| Total .....                          | 28         | .....                    | .....                                | .....                             | 28                                    | 28                                      |
| Box freight cars.....                | 61         | \$410                    | 17,800                               | 10                                | .....                                 | .....                                   |
| Stock freight cars.....              | 8          | 365                      | 17,000                               | 10                                | .....                                 | .....                                   |
| Coal freight cars.....               | 32         | 414                      | 16,800                               | 13                                | .....                                 | .....                                   |
| Flat freight cars.....               | 165        | 375                      | 16,000                               | 8                                 | .....                                 | .....                                   |
| Caboose, 4-wheel cars.....           | 4          | 150                      | 10,000                               | 16                                | .....                                 | .....                                   |
| Milk cars .....                      | 11         | 1,410                    | 28,000                               | 12                                | 11                                    | 11                                      |
| Service cars .....                   | 17         | 50                       | 500                                  | 5                                 | .....                                 | .....                                   |
| Total .....                          | 298        | .....                    | .....                                | .....                             | 11                                    | 11                                      |

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars have ordinary link and pin coupler and hand brake. Both stub and split or point switches are used; split or point switches are being substituted for stub switches.

## Miscellaneous Statistics.

| ITEM  | Entire line in<br>N. Y. State |
|---|-------------------------------|
| Telegraph owned and operated by company, but leased to Western Union Telegraph Company for thirty years, miles..... | 125                           |
| Cost of real estate now held by company, exclusive of that used in operation.....                                   | \$11,158 46                   |
| Total assessed value of real estate and personal property of company....  | 1,490,143 20                  |
| Railroads crossing road at grade.....   | 1                             |
| Highway crossings at grade without protection.....  | 70                            |
| Highway crossings at grade protected by gates or flagmen.....   | 7                             |
| Highway crossings over or under grade.....  | 13                            |
| Overhead obstructions less than twenty feet above track.....  | 5                             |

Passenger cars are heated by Spear's car heater, lighted by oil lamps and ventilated in deck and over doors.

American Express Company runs over this line; has no special contract.

Parlor cars run over this line, but receive no compensation from this company.

Rates as fixed with the United States government for transportation of mails, from July 1, 1899 to June 30, 1899, are \$7,972.11 per annum, or \$101.75 per mile.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 8,319    | 4.25      |
| Grain.....                                 | 17,205   | 9.20      |
| Meats and provisions.....                  | 2,145    | 1.10      |
| Live stock.....                            | 1,374    | .74       |
| Lumber.....                                | 32,216   | 17.41     |
| Pig and bar iron and steel.....            | 1,634    | .86       |
| Iron or other ores.....                    | 155      | .08       |
| Coal and coke.....                         | 16,750   | 9.05      |
| Petroleum and other oils.....              | 2,290    | 1.24      |
| Manufactures.....                          | 32,933   | 17.50     |
| All other merchandise.....                 | 26,012   | 14.06     |
| All other agricultural products.....       | 2,278    | 1.20      |
| All other articles not included above..... | 41,769   | 23.57     |
| Total.....                                 | 185,080  | 100       |

## NUMBER OF ACCIDENTS.

Employees..... Injured 2

## EMPLOYEES.

Average number of persons employed (including officials) during year..... 304  
Aggregate amount of salaries and wages paid them during year..... \$143,574 63.

## Officers of the Company.

| Name.                    | Title.                                | Official Address. |
|--------------------------|---------------------------------------|-------------------|
| EDWIN YOUNG.....         | President.....                        | Rondout, N. Y.    |
| ROBERT C. PRUYN.....     | Vice-President.....                   | Albany, N. Y.     |
| THOMAS C. HOORNBECK..... | Treasurer.....                        | Rondout, N. Y.    |
| SAMUEL G. DIMMICK.....   | Secretary.....                        | Rondout, N. Y.    |
| JAMES H. JONES.....      | General Superintendent.....           | Rondout, N. Y.    |
| N. A. SIMS.....          | Gen. Freight and Passenger Agent..... | Rondout, N. Y.    |
| R. B. JONES.....         | Auditor.....                          | Rondout, N. Y.    |

## Directors of the Company.

| Name.                     | Residence.                   |
|---------------------------|------------------------------|
| EDWIN YOUNG.....          | Albany, N. Y.                |
| HORACE G. YOUNG.....      | Albany, N. Y.                |
| ROBERT C. PRUYN.....      | Albany, N. Y.                |
| ALFRED VAN SANTVOORD..... | New York city.               |
| CHARLES O. CLARKE.....    | New York city.               |
| WM. A. READE.....         | New York city.               |
| JOSEPH CORNELL.....       | New York city.               |
| SAMUEL G. DIMMICK.....    | Kingston, N. Y.              |
| ALVAH S. STAPLES.....     | Kingston, N. Y.              |
| THOMAS C. HOORNBECK.....  | Kingston, N. Y.              |
| HENRY C. SOOP.....        | Roxbury, N. Y.               |
| DAVIS WINNE.....          | P. O. address, "The Corner," |
| J. D. LAYNG.....          | New York city.               |

Title of company, Ulster and Delaware Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday after first Monday in December.

For information concerning this report, address J. H. Jones, General Superintendent.

UNION.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 20, 1851.)

For history of organization, etc., see Report of 1885.

Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter, issued for actual cash, and on account of construction and now outstanding..... | 1,000          | \$50,000         | \$50,000                             |

Number of stockholders..... 15

Cost of Road.

Total cost of road up to June 30, 1891 ..... \$50,000

General Balance Sheet June 30, 1891.

ASSETS.

Cost of road..... 50,000

LIABILITIES.

Capital stock..... 50,000

Officers of the Company.

| Name.                | Title.                      | Official Address.              |
|----------------------|-----------------------------|--------------------------------|
| JACOB S. ROGERS..... | President .....             | 44 Exchange place, N. Y. city. |
| JOHN HOPPER.....     | Secretary and Treasurer.... | Paterson, N. J.                |

Directors of the Company.

| Name.                    | Residence.     |
|--------------------------|----------------|
| JACOB S. ROGERS .....    | New York city. |
| COLUMBUS B. ROGERS ..... | New York city. |
| HENRY O. STIMSON .....   | New York city. |
| LEWIS ATTERBURY .....    | New York city. |
| R. FULTON CUTTING .....  | New York city. |
| W. BAYARD CUTTING .....  | New York city. |
| LEWIS A. STIMSON .....   | New York city. |
| WILLIAM PENNINGTON ..... | New Jersey.    |
| ROBERT S. HUGHES .....   | New Jersey.    |
| HENRY V. BUTLER .....    | New Jersey.    |
| JOHN HOPPER .....        | New Jersey.    |
| W. BAYARD BROWN .....    | New Jersey.    |
| JOHN HAVRON .....        | New Jersey.    |

Title of company, The Union Railroad Company.  
 General offices at 44 Exchange place, New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, July 1.  
 For information concerning this report, address John Hopper, Secretary, Paterson, N.J.

### UNION TERMINAL.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, June 12, 1884.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

##### CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter .....                                | 10,000         | \$1,000,000      |
| Issued for actual cash and for property and now outstanding ..... | 3,025          | 302,500          |

##### FUNDED DEBT.

| DESIGNATION OF LIEN.       | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|----------------------------|---------------|--------------|-----------|---------------|--------------------|---------------------|
|                            |               |              | Rate.     | When payable. |                    |                     |
| First mortgage bonds ..... | Jan. 12, 1884 | 30           | p.c.<br>6 | Jan. & July   | \$2,000,000        | \$1,000,000         |

#### Officers of the Company.

| Name.                   | Title.                    | Official Address. |
|-------------------------|---------------------------|-------------------|
| CALVIN H. ALLEN .....   | President .....           | New York city.    |
| FRANKLIN S. BUELL ..... | Secretary and Treas ..... | Buffalo, N. Y.    |
| WM. L. DOYLE .....      | Auditor .....             | Buffalo, N. Y.    |

#### Directors of the Company.

| Name.                      | Residence.     |
|----------------------------|----------------|
| CALVIN H. ALLEN .....      | New York city. |
| SAMUEL G. DE COURSEY ..... | Philadelphia.  |
| FRANKLIN S. BUELL .....    | Buffalo, N. Y. |
| ROBERT BELL .....          | Buffalo, N. Y. |
| EDWARD T. JOHNSON .....    | Buffalo, N. Y. |
| R. D. MCCREARY .....       | Buffalo, N. Y. |
| WM. L. DOYLE .....         | Buffalo, N. Y. |
| JAMES D. HANCOCK .....     | Buffalo, N. Y. |
| J. A. FELLOWS .....        | Buffalo, N. Y. |
| J. H. POOLE .....          | Buffalo, N. Y. |
| E. G. T. ADAMS .....       | Buffalo, N. Y. |
| R. L. MANNING .....        | Buffalo, N. Y. |
| C. B. WILLIAMS .....       | Buffalo, N. Y. |



# UNION TERMINAL.

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Title of company, Union Terminal Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address Jno. F. Reynolds, Acting Auditor.

## UNITED STATES AND CANADA.

OPERATED BY THE GRAND TRUNK.

(Date of charter, May 17, 1888.)

For history of organization, etc., see Report of 1889.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....                       | 9,200          | \$230,000        |
| Issued on account of construction and now outstanding... | 8,337          | 208,925          |

Number of stockholders..... 109

#### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage.....  | Jan. 1, 1889 | 21           | p. c. 5   | Jan. & July   | \$350,000          | \$225,000           | \$225,000                            |
| Second mortgage..... | Jan. 1, 1891 | 19           | *         | .....         | 208,470            | 208,470             | 208,470                              |
| Total.....           | .....        | .....        | .....     | .....         | \$558,470          | \$443,470           | \$433,470                            |

#### † Cost of Road.

|   | Additions or betterments during year ending June 30, 1891. | Total cost of road up to June 30, 1891. |
|---|--|---|
| d and land damages.....   | \$10,188 45  | \$90,347 48                             |
| ces, passenger and freight stations, engine and car-<br>ces, shops, machinery and tools, fuel and water<br>tions, engineering expenses, interest and discount<br>arged to construction, road built by contract, purchase<br>constructed road, telegraph line, and wharfing..... | 8,430 58   | 554,474 61                              |
| Total cost of road.....   | \$18,619 03  | \$644,822 09                            |

\* Nominal.

† Equipment furnished by operator.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....                          | \$7,117 91  |
| Less operating expenses (excluding all taxes).....           | 14,538 02   |
| Net loss from operation .....                                | \$7,720 11  |
| <i>Charges against income, as follows, viz.:</i>             |             |
| Interest on funded debt due and accrued.....                 | \$5,625 00  |
| Interest on unfunded debt .....                              | 5,759 54    |
| Taxes on property used in operation of road.....             | 1,850 66    |
| Taxes on earnings and capital stock.....                     | 312 77      |
|  | 13,547 97   |
| Deficit for year ending June 30, 1891 (paid by lessee) ..... | \$21,267 98 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                           | Passenger. | Freight.   | Total.       |
|---------------------------|------------|------------|--------------|
| Freight, through .....    |            | \$2,151 22 | } \$3,595 46 |
| Freight, local .....      |            | 1,444 24   |              |
| Passengers, through.....  | \$1,260 87 | }          | 3,062 35     |
| Passengers, local.....    | 1,801 48   |            |              |
| Mail.....                 | 306 07     |            | 470 19       |
| Express .....             | 164 03     |            |              |
| Total gross earnings..... | \$3,522 45 | \$3,595 46 | \$7,117 91   |

## OPERATING EXPENSES.

|  |            |             |             |
|--|------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                      |            |             |             |
| Repairs of track.....  | \$20 27    | \$121 71    | \$141 98    |
| Repairs of roadbed.....  | 1,326 89   | 3,072 37    | 4,399 26    |
| Repairs of bridges (including culverts and cattle-guards)..... | 237 21     | 1,427 42    | 1,664 63    |
| Repairs of stations, shops, docks, etc.....                    | 7 41       | 44 59       | 52 00       |
| Other expenses for maintenance of way and structures.....      | 490 03     | 843 51      | 1,333 54    |
| Total .....  | \$2,061 81 | \$5,509 60  | \$7,591 41  |
| <i>Maintenance of equipment:</i>                               |            |             |             |
| Repairs of locomotives .....                                   | \$195 13   | \$456 84    | \$651 97    |
| Repairs of cars .....  | 278 03     | 409 22      | 687 25      |
| Repairs of machinery and tools .....                           | 6 25       | 36 46       | 42 71       |
| Other expenses for maintenance of equipment.....               | 1 00       | 6 97        | 7 97        |
| Total .....  | \$480 41   | \$909 49    | \$1,389 90  |
| <i>Conducting transportation:</i>                              |            |             |             |
| Wages of conductors and men .....                              | \$512 07   | \$976 14    | \$1,488 21  |
| Wages of engineers and firemen .....                           | 213 44     | 552 83      | 766 27      |
| Fuel for locomotives .....                                     | 514 72     | 959 56      | 1,474 28    |
| Oil and waste .....  | 4 78       | 28 16       | 32 94       |
| Water supply .....   | 8 43       | 49 89       | 58 32       |
| Other train supplies or expenses .....                         | 10 75      | 64 72       | 75 47       |
| Wages of station agents and clerks .....                       | 444 49     | 569 51      | 1,014 00    |
| Station supplies .....   | 61 81      | 371 91      | 433 72      |
| Wages of watchmen, flagmen and switchmen .....                 | 49 87      | 300 13      | 350 00      |
| Other expenses for conducting transportation .....             | 6 48       | 39 02       | 45 50       |
| Total .....  | \$1,824 84 | \$3,911 87  | \$5,736 71  |
| <i>General expenses:</i>                                       |            |             |             |
| Telegraph maintenance and operation.....                       | \$17 10    | \$102 90    | \$120 00    |
| Grand total operating expenses.....                            | \$4,404 16 | \$10,433 86 | \$14,838 02 |

# UNITED STATES AND CANADA.

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## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                     |
|---|---------------------|
| Cost of road.....                             | \$644,822 09        |
| <i>Current assets, as follows, viz.:</i>      |                     |
| Open accounts .....                           | 39,596 32           |
|   | <u>\$678,418 41</u> |
| LIABILITIES.                                  |                     |
| Capital stock.....                            | COV. 34400          |
| Funded debt .....                             | \$208,925 00        |
|   | 433,470.99          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Audited vouchers and pay-rolls.....           | 36,023 41           |
|   | <u>\$678,418 41</u> |

## Traffic and Mileage Statistics.

| ITEM.  | Through. | Local. | Total.        |
|--|----------|--------|---------------|
| Number of passengers carried.....            | 3,960    | 5,128  | 9,078         |
| Number of passengers carried one mile .....  | 74,261   | 71,200 | 145,461       |
| Number of tons of freight carried.....       | 13,723   | 1,181  | 14,904        |
| Number of tons of freight carried one mile.. | 271,447  | 17,520 | 288,967       |
| Passenger train mileage.....                 | .....    | .....  | 6,839         |
| Freight train mileage.....                   | .....    | .....  | 11,851        |
| All other train mileage .....                | .....    | .....  | 407           |
| Total train mileage.....                     | .....    | .....  | <u>19,097</u> |

| ITEM.  | Earnings.  | Expenses.  | Loss.    |
|--|------------|------------|----------|
| Passenger earnings and expenses (including mail, express and miscellaneous expenses) | \$3,522 45 | \$4,404 16 | \$881 71 |
| Average per passenger carried .....  | 3362       | .....      | .....    |
| Average per passenger per mile .....   | 0209       | .....      | .....    |
| Average per passenger train per mile .....   | 1 29       | .....      | .....    |
| Freight earnings and expenses (including miscellaneous earnings).....                | 3,596 46   | 10,433 86  | 6,838 40 |
| Average per ton of freight carried.....  | 2412       | .....      | .....    |
| Average per ton of freight per mile .....  | 0124       | .....      | .....    |
| Average per freight train per mile.....  | 22         | .....      | .....    |

| ITEM.  | Through.    | Local.      | Through and local. |
|--|-------------|-------------|--------------------|
| Computed on earnings from carrying passengers and freight only.                | .....       | .....       | .....              |
| Average rate received per mile for carrying passengers, all classes.....       | Cents. 1.68 | Cents. 2.53 | Cents. 2.09        |
| Average rate received per mile per ton for carrying freight, all classes ..... | .80         | 8.25        | 1.24               |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. |
|---|----------------------------------|
| In line from International boundary to Massena Springs, single track..      | 22.18                            |
| ings and turnouts on main line .....  | .79                              |
| Grand total of tracks, sidings and turnouts .....                           | <u>22.97</u>                     |
| with steel rail, main line.....   | <u>22.97</u>                     |
| light of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches. |                                  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

| BRIDGES.             | ENTIRE LINE IN NEW YORK STATE. |                   |
|----------------------|--------------------------------|-------------------|
|                      | Number.                        | Aggregate length. |
| Wooden bridges.....  | 4                              | Feet<br>417       |
| Wooden trestles..... | 9                              | 781               |
| Total .....          | 13                             | 1,198             |

Passenger cars run by the Grand Trunk Railway Company over the road are equipped with Westinghouse air brake and Miller coupler, freight cars equipped with hand brake and ordinary coupler.

Switches in use on road are of ordinary pattern.

## Miscellaneous Statistics.

## ITEM.

Entire line in  
N. Y. State.

Highway crossings at grade without protection..... 21

Passenger cars run over road are heated by Baker heaters, lighted with coal oil and ventilated by ordinary ventilators.

The Canadian Express Company runs over this line and pays 50 per cent of its gross receipts.

The United States government pays \$500 per annum for transportation of mails, and also provides messenger service at Bombay and Helena.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour .....                                | 90       | .00       |
| Grain .....                                | 130      | .07       |
| Butter and cheese.....                     | 2,596    | 17.42     |
| Live stock.....                            | 8        | .05       |
| Lumber and cordwood.....                   | 442      | 3.27      |
| Coal and coke.....                         | 8,905    | 59.74     |
| Petroleum and other oils.....              | 30       | .20       |
| Manufactures .....                         | 56       | .36       |
| All other merchandise.....                 | 178      | 1.29      |
| All other agricultural products.....       | 605      | 4.06      |
| All other articles not included above..... | 1,864    | 12.61     |
| Total .....                                | 14,904   | 100       |

## NUMBER OF ACCIDENTS.

Injured.

Employee ..... 1

## EMPLOYEES.

Average number of persons employed (including officials) during year ... 25  
Aggregate amount of salaries and wages paid them during year ..... \$3,941 75

## Officers of the Company.

| Name.                 | Title.              | Official Address.  |
|-----------------------|---------------------|--------------------|
| S. W. FOSTER.....     | President.....      | Fort Covington, N. |
| JAMES Y. CAMERON..... | Secretary.....      | Fort Covington, N. |
| R. WRIGHT.....        | Treasurer.....      | Montreal, Canada.  |
| E. P. HANNAFORD.....  | Chief Engineer..... | Montreal, Canada.  |

## Directors of the Company.

| <i>Name.</i>        | <i>Residence.</i>     |
|---------------------|-----------------------|
| S. W. FOSTER.....   | Fort Covington, N. Y. |
| A. M. MEARS.....    | Helena, N. Y.         |
| O. McFADDEN.....    | Helena, N. Y.         |
| F. SHIELDS.....     | Bombay, N. Y.         |
| E. G. REYNOLDS..... | Bombay, N. Y.         |
| W. R. STEARNS.....  | Massena, N. Y.        |
| W. H. PADDOCK.....  | Massena, N. Y.        |
| J. O. BRIDGES.....  | Massena, N. Y.        |
| H. W. CLARKE.....   | Massena, N. Y.        |
| WM GILLIS.....      | Fort Covington, N. Y. |
| JAMES MCWIE.....    | Fort Covington, N. Y. |
| D. E. DINWEN.....   | Fort Covington, N. Y. |
| W. WAINRIGHT.....   | Montreal, Canada.     |

Title of company, United States and Canada Railroad Company.

General offices at Montreal, Canada.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Wednesday in May.

For information concerning this report, address Robert Wright, Treasurer.

## UTICA AND BLACK RIVER.

LESSOR.

LESSEE—ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, January 29, 1886.)

For history of organization, etc., see Report of 1886.

Leased to Rome, Watertown and Ogdensburg Railroad Company April 14, 1886. Sublet and transferred to New York Central and Hudson River Railroad Company March 14, 1891.

The last-named company assuming all the agreements and obligations of the former.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....      | 30,000         | \$3,000,000      |                                      |
| Issued for actual cash.....            | 15,032         | 1,508,200        | \$1,515,300 00                       |
| Issued on account of construction..... | 7,198          | 719,800          | 617,829 22                           |
| Total now outstanding.....             | 22,230         | \$2,228,000      | \$2,133,029 22                       |

## FUNDED DEBT.

| DESIGNATION OF LIEN.                            | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|   |              |              | Rate.     | When payable. |                    |                     |                                      |
| 1st mtg. gold bds                               | May 1, 1890  | 32           | p.c.      | Jan. & July   | \$2,000,000        | \$1,800,000         | .....                                |
| Black River and Watertown first mortgage bonds. | Jan. 1, 1874 | 20           | 7         | Jan. & July   | 500,000            | 500,000             | \$461,400 45                         |
| Watertown and Thesla 1st mort. bds.             | July 1, 1873 | 25           | 7         | Jan. & July   | 200,000            | 200,000             | 207,182 50                           |
| Total.....                                      | .....        | ..           | ..        | .....         | \$2,700,000        | \$2,000,000         | .....                                |

NOTE.—On the 1st day of January, 1891, the following bonds of this company became due, viz.:

|   |                       |
|---|-----------------------|
| Utica and Black River first mortgage .....                | \$200,000 00          |
| Utica and Black River mortgage of February 10, 1871 ..... | 287,000 00            |
| Ogdensburg and Morristown .....                           | 145,000 00            |
| <b>Total .....</b>  | <b>\$1,300,000 00</b> |

To provide funds for payment of the same, and also other items of funded debt, at maturity, the issue of a new series of first mortgage bonds, to the amount of \$2,000,000, was authorized by the stockholders of this company, payable in gold coin and bearing interest at the rate of four per cent per annum; and to secure payment of the same a mortgage or deed of trust upon the property and franchises of this company was duly executed to the Central Trust Company of New York as trustee.

The total amount of said new four per cent bonds issued to this date is \$1,300,000 (of which \$50,000 is in the treasury of the Rome, Watertown and Ogdensburg Railroad Company), and the remaining \$700,000 is held by said trustee for the purpose of paying off the bonds issued by the Black River and Morristown and the Clayton and Theresa Railroad companies as they severally become due.

#### Cost of Road and Equipment.

| ROAD.   | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Grading masonry and ballast .....                   | \$1,342,164 47                     |
| Bridges .....                                       | 155,166 47                         |
| Superstructure (including ties) .....               | 291,964 46                         |
| Balls .....   | 855,305 22                         |
| Land and land damages .....                         | 317,355 78                         |
| Fences .....  | 111,537 13                         |
| Passenger and freight stations .....                | 114,830 09                         |
| Engine and car-houses .....                         | 34,363 53                          |
| Shops, machinery and tools .....                    | 44,201 67                          |
| Fuel and water stations .....                       | 3,934 64                           |
| Engineering expenses .....                          | 137,966 79                         |
| Purchase of constructed road .....                  | 314,000 00                         |
| Telegraph line .....                                | 15,750 00                          |
| Wharfing .....                                      | 4,500 00                           |
| <b>Total cost of road .....</b>                     | <b>\$3,742,630 25</b>              |
| <b>EQUIPMENT.</b>                                   |                                    |
| Locomotives .....                                   | \$246,761 39                       |
| Passenger cars .....                                | 104,000 00                         |
| Mail, baggage and express cars .....                | 22,174 01                          |
| Freight and other cars .....                        | 252,636 75                         |
| <b>Total cost of road and equipment .....</b>       | <b>\$625,572 15</b>                |
| <b>Grand total cost of road and equipment .....</b> | <b>\$4,368,222 40</b>              |

#### \* Income Account for Year Ending June 30, 1891.

|  |                   |
|--|-------------------|
| <i>Income received by company, as follows, viz.:</i> |                   |
| Annual proceeds from lease .....                     | \$4,500 00        |
| Interest .....                                       | 54 00             |
| <b>Gross income received by company .....</b>        | <b>\$4,554 00</b> |
| <i>Deduction from income, as follows, viz.:</i>      |                   |
| Current expenses .....                               | \$4,849 35        |
| <b>Deficit for year ending June 30, 1891 .....</b>   | <b>\$295 35</b>   |

#### General Income Account.

|  |                 |
|--|-----------------|
| Deficit for year ending June 30, 1891 .....                | \$              |
| Surplus up to June 30, 1890 .....                          | 169,71          |
|  | \$169,41        |
| Add for open accounts transferred to profit and loss ..... | 25,54           |
| <b>Total surplus June 30, 1891 .....</b>                   | <b>\$195,04</b> |

\* For further rental paid this company, see reports of New York Central and Hudson River, and Rome, Watertown and Ogdensburg Railroad Companies, and—  
Commissioners.

# UTICA AND BLACK RIVER.

625

## General Balance Sheet June 30, 1891.

| ASSETS.   |            |                       |
|---|------------|-----------------------|
| Cost of road.....                                     |            | \$3,742,650 25        |
| Cost of equipment.....                                |            | 625,572 15            |
| <i>Current assets, as follows, viz.:</i>              |            |                       |
| Cash on hand.....                                     | \$340 25   |                       |
| Rome, Watertown and Ogdensburg Railroad Company ..... | 50,000 00  |                       |
| Sinking fund.....                                     | 700,000 00 |                       |
|   |            | 750,840 25            |
|   |            | <u>\$5,119,062 65</u> |
| LIABILITIES.  |            |                       |
| Capital stock.....                                    |            | \$2,223,000 00        |
| Funded debt.....                                      |            | 2,700,000 00          |
| Profit and loss (surplus).....                        |            | 196,062 65            |
|   |            | <u>\$5,119,062 65</u> |

## Officers of the Company.

| Name.                    | Title.                     | Official Address. |
|--------------------------|----------------------------|-------------------|
| JOHN THORN.....          | President.....             | Utica, N. Y.      |
| JOHN F. MAYNARD.....     | Vice-President.....        | Utica, N. Y.      |
| CHARLES PARSONS, Jr..... | Second Vice-President..... | New York city.    |
| EDWIN PARSONS, 3d.....   | Secretary.....             | New York city.    |
| WILLIAM E. HOPKINS.....  | Treasurer.....             | New York city.    |

## Directors of the Company.

| Name.                    | Residence.     |
|--------------------------|----------------|
| JOHN THORN.....          | Utica, N. Y.   |
| JOHN F. MAYNARD.....     | Utica, N. Y.   |
| JOHN M. OROUSE.....      | Utica, N. Y.   |
| WILLIAM M. WHITE.....    | Utica, N. Y.   |
| CHARLES PARSONS.....     | New York city. |
| CHARLES PARSONS, Jr..... | New York city. |
| EDWIN PARSONS.....       | New York city. |
| GEORGE PARSONS.....      | New York city. |
| CLARENCE S. DAY.....     | New York city. |
| WILLIAM LUMMIS.....      | New York city. |
| WALTON FERGUSON.....     | New York city. |
| J. Q. A. JOHNSON.....    | New York city. |
| CYRUS J. LAWRENCE.....   | New York city. |

Title of company, The Utica and Black River Railroad Company.

General offices at 30 Whitesboro street, Utica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John Thorn, President.

## UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

### LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, January 11, 1866.)

For history of organization, see Report of 1885.

### Capital Stock.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding ... .. | 40,000         | \$4,000,000      |
| Number of stockholders.....                             |                | 989              |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

|   | ROAD. | Total cost up to<br>June 30, 1891. |
|---|-------|------------------------------------|
| Grading, masonry and ballast.....                   |       | \$1,238,444 36                     |
| Bridges.....  |       | 204,790 76                         |
| Superstructure (including ties) and rails .....     |       | 1,440,828 97                       |
| Land, land damages and fences .....                 |       | 649,523 06                         |
| Passenger and freight stations .....                |       | 114,624 70                         |
| Engine and car-houses .....                         |       | 63,668 32                          |
| Shops, machinery and tools .....                    |       | 28,476 51                          |
| Engineering expenses .....                          |       | \$71,478 77                        |
| Interest and discount charged to construction ..... |       | 4,226 86                           |
| Total cost of road .....                            |       | <u>\$3,994,006 16</u>              |

## EQUIPMENT.

|   |                       |
|---|-----------------------|
| Locomotives .....   | \$132,920 43          |
| Passenger, mail, baggage, express, freight and other cars ..... | 96,562 06             |
| Total cost of equipment .....                                   | <u>\$229,472 49</u>   |
| Grand total cost of road and equipment .....                    | <u>\$4,223,478 64</u> |

## Income Account for Year Ending June 30, 1891.

|   |                     |
|---|---------------------|
| <i>Income from all sources, as follows, viz.:</i>                             |                     |
| Rental paid by lessee directly to stockholders, 12 months' interest on stock, | <u>\$240,000 00</u> |

## General Balance Sheet June 30, 1891.

|   | ASSETS.               |  |
|---|-----------------------|--|
| Cost of road .....                            | \$3,994,006 16        |  |
| Cost of equipment .....                       | 229,472 48            |  |
|   | <u>\$4,223,478 64</u> |  |
|   | LIABILITIES.          |  |
| Capital stock .....                           | \$4,000,000 00        |  |
| <i>Current liabilities, as follows, viz.:</i> |                       |  |
| Due lessee for advances .....                 | 229,478 64            |  |
|   | <u>\$4,223,478 64</u> |  |

## Officers of the Company.

| Name.                      | Title.                         | Official Address. |
|----------------------------|--------------------------------|-------------------|
| SAMUEL SLOAN .....         | President .....                | New York city.    |
| EDWIN R. HOLDEN .....      | Vice-President .....           | New York city.    |
| FRED F. CHAMBERS .....     | Secretary .....                | New York city.    |
| FREDERICK H. GIBBENS ..... | Treasurer .....                | New York city.    |
| WILLIAM F. HALLSTEAD ..... | General Manager .....          | Scranton, Pa.     |
| A. C. SALISBURY .....      | Assistant Superintendent ..... | Utica, N. Y.      |

## Directors of the Company.

| Name.                      | Residence.         |
|----------------------------|--------------------|
| SAMUEL SLOAN .....         | New York city.     |
| PERCY R. PYNE .....        | New York city.     |
| E. R. HOLDEN .....         | New York city.     |
| EDGAR S. AUCHINCLOSS ..... | New York city.     |
| D. B. GOODWIN .....        | Waterville, N. Y.  |
| M. C. COMSTOCK .....       | Utica, N. Y.       |
| DANIEL CONGER .....        | Waterville, N. Y.  |
| FREDERICK H. GIBBENS ..... | New York city.     |
| SOLOMON GRIFFITH .....     | Roseville, N. J.   |
| FRED F. CHAMBERS .....     | Somerville, N. J.  |
| M. TAYLOR PYNE .....       | New York city.     |
| AUTHUR D. CHAMBERS .....   | East Orange, N. J. |

Title of company, Utica, Chenango and Susquehanna Valley Railway Company.  
General offices at Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address Fred F. Chambers, Secretary & Auditor, 26 Exchange place, New York city.



UTICA, CLINTON AND BINGHAMTON.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY NEW YORK, ONTARIO AND WESTERN.

(Date of charter, March 25, 1868.)

For history of organization, etc., see Reports of 1883 and 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....                       | 10,000         | \$1,000,000      |
| *Issued on account of construction and now outstanding.. | .....          | 849,285          |

Number of stockholders ..... 288

FUNDED DEBT.

| DESIGNATION OF LIEN.                                  | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|   |              |              | Rate.     | When payable. |                    |                     |                                      |
| Utica, Clinton and Bing.<br>Railroad Co., first mort. | July 1, 1889 | 50           | p.c.<br>5 | †             | \$800,000          | \$800,000           | \$800,000                            |

Cost of Road.

Total cost up to  
June 30, 1891.

† Total cost up to June 30, 1890..... \$1,639,285 00  
Bridge, overcrossing New York Central tracks ..... \$1,281 40

Total cost of road ..... \$1,690,566 40

Income Account for Year Ending June 30, 1891.

Income from all sources, as follows, viz.:

|  |                    |
|--|--------------------|
| Delaware and Hudson Canal Company's rent ..... | \$61,500 00        |
| 3a Belt Line rent .....                        | 15,000 00          |
| 1 house and lot .....                          | 1,000 00           |
| matter of printing bonds.....                  | 400 00             |
| † of house .....                               | 30 00              |
|  | <b>\$77,930 00</b> |

Two hundred thousand dollars of this was issued to the city of Utica, guaranteed 5 cent, for municipal aid.  
not reported  
this includes both surface street and steam roads. No separate account was ever during construction.

|  |             |                    |
|--|-------------|--------------------|
| <i>Deductions from income, as follows, viz.:</i>   |             |                    |
| Interest on funded debt due and accrued .....      | \$40,000 00 |                    |
| Taxes on earnings and capital stock .....          | 894 55      |                    |
| Taxes other than above, local paving, etc .....    | 193 78      |                    |
| City of Utica, guarantee .....                     | 10,000 00   |                    |
| Salaries .....                                     | 2,000 00    |                    |
| Bridge repairs .....                               | 2,540 00    |                    |
| Costs and lawyers .....                            | 230 00      |                    |
| Clearing title to right of way .....               | 801 54      |                    |
| Old coupons .....                                  | 95 00       |                    |
| Contingent expenses .....                          | 85 84       |                    |
|  |             | <u>\$56,942 00</u> |
| Net income from all sources .....                  |             | \$21,587 51        |
| <i>Payments from net income, as follows, viz.:</i> |             |                    |
| Dividends declared .....                           |             | <u>24,334 00</u>   |
| Deficit for year ending June 30, 1891 .....        |             | <u>\$2,746 00</u>  |

## General Income Account.

|   |                    |
|---|--------------------|
| Deficit for year ending June 30, 1891 ..... | \$2,746 00         |
| Surplus up to June 30, 1890 .....           | 47,864 83          |
| Total surplus June 30, 1891 .....           | <u>\$44,618 13</u> |

## General Balance Sheet June 30, 1891.

|   |             |                       |
|---|-------------|-----------------------|
| ASSETS.                                       |             |                       |
| Cost of road .....                            |             | \$1,639,205 00        |
| Cost of over-crossing .....                   |             | <u>51,261 40</u>      |
| <i>Current assets, as follows, viz.:</i>      |             |                       |
| Cash on hand .....                            | \$3,336 78  |                       |
| Coupon money .....                            | 20,000 00   |                       |
| City money .....                              | 5,000 00    |                       |
|   |             | <u>28,336 78</u>      |
|   |             | <u>\$1,718,903 13</u> |
| LIABILITIES.                                  |             |                       |
| Capital stock .....                           |             | \$649,205 00          |
| Funded debt .....                             |             | <u>800,000 00</u>     |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued ..... | \$20,000 00 |                       |
| City of Utica .....                           | 5,000 00    |                       |
|   |             | <u>25,000 00</u>      |
| Profit and loss (surplus) .....               |             | <u>44,618 13</u>      |
|   |             | <u>\$1,718,903 13</u> |

## Officers of the Company.

| Name.                   | Title.                        | Official Address. |
|-------------------------|-------------------------------|-------------------|
| JAMES I. SCOLLARD ..... | President .....               | Clinton, N. Y.    |
| GEO. B. PHELPS .....    | Vice-President .....          | Watertown, N. Y.  |
| ROBT. S. WILLIAMS ..... | Secretary and Treasurer ..... | Utica, N. Y.      |

## Directors of the Company.

| Name.                   | Residence.            |
|-------------------------|-----------------------|
| JAMES I. SCOLLARD ..... | Clinton, N. Y.        |
| CHARLES H. NMYTHE ..... | Clinton, N. Y.        |
| E. S. WILLIAMS .....    | Clinton, N. Y.        |
| GEO. B. PHELPS .....    | Watertown, N. Y.      |
| A. N. SHELTON .....     | Hamilton, N. Y.       |
| FRANK D. BEBEE .....    | Hamilton, N. Y.       |
| JNO. W. LIPPITT .....   | Madison, N. Y.        |
| A. N. CURTISS .....     | Solsville, N. Y.      |
| A. W. REYNOLDS .....    | Oriskany Falls, N. Y. |
| JOHN THORN .....        | Utica, N. Y.          |
| G. W. ADAMS .....       | Utica, N. Y.          |
| WM. M. STORRS .....     | Utica, N. Y.          |
| A. S. WILLIAMS .....    | Utica, N. Y.          |

Title of company, Utica, Clinton and Binghamton Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Wednesday in January.

For information concerning this report, address R. S. Williams, Secretary, Genesee street, Utica, N. Y.

## VALLEY.

## LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, March 4, 1869.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter .....      | 7,500          | \$750,000        |
| Issued for actual cash .....            | 590            | \$59,000         |
| Issued on account of construction ..... | 6,910          | 691,000          |
| Total now outstanding .....             | 7,500          | \$750,000        |

Number of stockholders ..... 70

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |
| *First mortgage..... | Aug. 1, 1881 | 30           | p.c.<br>5 | Feb. & Aug.   | \$500,000          | \$400,000           |

## Description of Road and Equipment.

## ROAD.

|   | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Grading, masonry and ballast .....              | \$537,222 08                       |
| Bridges .....                                   | 146,697 72                         |
| Superstructure (including ties) and rails ..... | 282,972 19                         |
| Land, land damages and fences .....             | 96,964 55                          |
| Passenger and freight stations .....            | 5,652 85                           |
| Engineering expenses .....                      | 33,872 34                          |
| Telegraph line .....                            | 238 72                             |
| Total cost of road .....                        | \$1,100,620 45                     |

## EQUIPMENT.

|  |                |
|--|----------------|
| Freight and other cars .....                 | 60,000 00      |
| Grand total cost of road and equipment ..... | \$1,160,620 45 |

## Income Account for Year Ending June 30, 1891.

less income from all sources, as follows, viz.:

|   |  |             |
|---|--|-------------|
| 7 | Rental paid by lessee directly to stock and bondholders: |             |
| 7 | Five months' interest on stock .....                     | \$37,500 00 |
| 7 | Five months' interest on bonds .....                     | 20,000 00   |
|   |  | \$57,500 00 |

\* Issued and delivered at par to the lessee for advances made.

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

## ASSETS.

|                         |                       |
|-------------------------|-----------------------|
| Cost of road .....      | \$1,100,000 00        |
| Cost of equipment ..... | 60,000 00             |
|                         | <u>\$1,160,000 00</u> |

## LIABILITIES.

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$750,000 00 |
| Funded debt .....   | 400,000 00   |

*Current liabilities, as follows, viz.:*

|                               |                       |
|-------------------------------|-----------------------|
| Due lessee for advances ..... | 10,000 00             |
|                               | <u>\$1,160,000 00</u> |

## Officers of the Company.

| Name.                      | Title.                | Official Address. |
|----------------------------|-----------------------|-------------------|
| SAMUEL SLOAN .....         | President .....       | New York city.    |
| FRED F. CHAMBERS .....     | Secretary .....       | New York city.    |
| ARTHUR D. CHAMBERS .....   | Treasurer .....       | New York city.    |
| WILLIAM F. HALLSTEAD ..... | General Manager ..... | Scranton, Pa.     |

## Directors of the Company.

| Name.                     | Residence.         |
|---------------------------|--------------------|
| SAMUEL SLOAN .....        | New York city.     |
| PERCY R. PYNE .....       | New York city.     |
| FRED F. CHAMBERS .....    | Somerville, N. J.  |
| BENJ. G. CLARKE .....     | Jersey City, N. J. |
| FRED'K H. GIBBENS .....   | New York city.     |
| EDWIN R. HOLDEN .....     | New York city.     |
| BENJAMIN A. HEGEMAN ..... | Plainfield, N. J.  |
| M. TAYLOR PYNE .....      | New York city.     |
| ARTHUR D. CHAMBERS .....  | East Orange, N. J. |
| LOUIS F. CHILDS .....     | New York city.     |

Title of company, Valley Railroad Company.  
 General offices at Binghamton, N. Y.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, no stated time.  
 For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

## WALLKILL VALLEY.

(Date of charter, July 2, 1877.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash re-<br>on am-<br>outsta<br>d. |
|--|----------------|---------------------|------------------------------------|
|  | No. of shares. | Total<br>par value. |                                    |
| Authorized by law or charter issued for<br>actual cash and now outstanding ..... | 3,300          | \$330,000           | \$3. 00                            |

Number of stockholders ..... 14

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.     | When payable. |                    |                     |                                      |
| First mort. bonds.   | Aug. 1, 1877 | 40           | P.C.      | Jan. & July   | \$250,000          | \$250,000           | \$250,000                            |
| Second mort. bds.    | Aug. 1, 1877 | 40           | 7         | Jan. & July   | \$30,000           | 330,000             | .....                                |
| Total .....          | .....        | .....        | .....     | .....         | \$580,000          | \$580,000           | \$250,000                            |

## Cost of Road and Equipment.

| ROAD.   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Grading, masonry and ballast .....  |  | \$98,500 59                        |
| Bridges .....   |  | 40,423 30                          |
| Superstructure (including ties) and rails .....   |  | 88,651 80                          |
| Land, land damages and fences .....   |  | 11,940 20                          |
| Passenger and freight stations, engine and car-houses, shops, machinery and tools ..... |  | 4,439 98                           |
| Engineering expenses .....  |  | 14,918 16                          |
| Purchase of constructed road .....  |  | 649,713 08                         |
| Total cost of road .....  |  | \$993,585 08                       |
| EQUIPMENT.  |  |                                    |
| Locomotives .....   |  | \$25,004 38                        |
| Passenger, mail, baggage and express cars .....   |  | 16,283 15                          |
| Freight and other cars .....  |  | 10,296 72                          |
| Total cost of equipment .....   |  | \$51,584 25                        |
| Grand total cost of road and equipment .....  |  | \$945,179 28                       |

## Income Account for Year Ending June 30, 1891.

|   |             |              |
|---|-------------|--------------|
| Gross earnings from operation .....                 |             | \$148,312 96 |
| Less operating expenses (excluding all taxes) ..... |             | 111,646 08   |
| Net earnings from operation .....                   |             | \$36,666 30  |
| <i>Income from other sources, as follows, viz.:</i> |             |              |
| Rents .....   | \$22 00     |              |
| Telegraph .....                                     | 902 57      |              |
| Miscellaneous .....                                 | 14 72       |              |
|   |             | \$939 29     |
| Gross income from all sources .....                 |             | \$37,606 59  |
| <i>Deductions from income, as follows, viz.:</i>    |             |              |
| Interest on funded debt due and accrued .....       | \$17,500 00 |              |
| Taxes on property used in operation of road .....   | 5,009 13    |              |
| Taxes on earnings and capital stock .....           | 537 68      |              |
| General interest on floating debt .....             | 9,624 00    |              |
|   |             | 32,670 79    |
| Surplus for year ending June 30, 1891 .....         |             | \$4,934 80   |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891 .....  | \$4,934 80  |
| Deficit up to June 30, 1890 .....            | 47,037 44   |
|  | \$42,102 64 |
| Rebate, New York State tax on earnings ..... | 268 83      |
| Total deficit up June 30, 1891 .....         | \$41,833 81 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                 | Passenger.  | Freight.    | Total.       |
|---------------------------------|-------------|-------------|--------------|
| Freight, through.....           | \$49,797 31 |             |              |
| Freight, local.....             | 47,210 09   |             |              |
|                                 |             | \$97,007 40 | \$97,007 40  |
| Passengers, through.....        | \$366 19    |             |              |
| Passengers, local.....          | 46,911 99   |             |              |
|                                 | \$46,778 18 |             | 46,778 18    |
| Mail.....                       | 2,310 19    |             | 2,310 19     |
| Express.....                    | 2,049 36    |             | 2,049 36     |
| Miscellaneous, as follows, viz: |             |             |              |
| Extra baggage.....              | 167 83      |             | 167 83       |
| Total gross earnings.....       | \$51,906 56 | \$97,007 40 | \$148,312 96 |

## OPERATING EXPENSES.

|  |             |             |             |
|--|-------------|-------------|-------------|
| <i>Maintenance of way and structures:</i>                      |             |             |             |
| Repairs of track.....  | \$9,141 17  | \$9,514 27  | \$18,655 44 |
| Repairs of roadbed.....  | 1,870 66    | 1,947 02    | 3,817 68    |
| Repairs of bridges (including culverts and cattle-guards)..... | 8,363 12    | 8,724 87    | 17,087 99   |
| Repairs of stations, shops, docks, etc.....                    | 1,461 99    | 547 45      | 2,009 44    |
| Repairs of fences.....   | 1,606 57    | 1,671 10    | 3,277 67    |
| Other expenses for maintenance of way and structures.....      | 486 18      | 506 03      | 992 21      |
| Total.....   | \$22,928 69 | \$22,910 74 | \$45,839 43 |

|  |            |            |            |
|--|------------|------------|------------|
| <i>Maintenance of equipment:</i>                 |            |            |            |
| Repairs of locomotives.....                      | \$1,080 50 | \$703 44   | \$1,783 94 |
| Repairs of cars.....                             | 1,499 26   | 956 91     | 2,456 17   |
| Repairs of machinery and tools.....              | 12 82      | 13 34      | 26 16      |
| Other expenses for maintenance of equipment..... | 930 10     | 968 06     | 1,898 16   |
| Total.....                                       | \$3,522 68 | \$2,641 75 | \$6,164 43 |

|   |             |             |             |
|---|-------------|-------------|-------------|
| <i>Conducting transportation:</i>                 |             |             |             |
| Wages of conductors and men.....                  | \$4,753 74  | \$2,782 06  | \$7,535 80  |
| Wages of engineers and firemen.....               | 4,189 59    | 4,360 59    | 8,550 18    |
| Fuel for locomotives.....                         | 8,059 10    | 8,870 97    | 16,970 07   |
| Oil and waste.....                                | 333 85      | 347 47      | 681 32      |
| Water supply.....                                 | 532 48      | 654 22      | 1,086 70    |
| Other train supplies or expenses.....             | 275 39      | 326 76      | 602 15      |
| Wages of station agents and clerks.....           | 3,002 44    | 2,729 08    | 5,731 52    |
| Wages for labor at stations.....                  | 937 33      | 1,101 44    | 2,038 77    |
| Stations supplies.....                            | 281 37      | 35 07       | 316 44      |
| Wages of watchmen, flagmen and switchmen.....     | 61 56       | 73 48       | 140 04      |
| Other expenses for conducting transportation..... | 2,524 08    | 3,069 24    | 5,593 32    |
| Total.....  | \$24,990 93 | \$24,245 38 | \$49,236 31 |

|   |             |             |              |
|---|-------------|-------------|--------------|
| <i>General expenses:</i>                                |             |             |              |
| Salaries of general officers and clerks.....            | \$1,155 18  | \$1,202 32  | \$2,357 50   |
| Stationery and printing.....                            | 449 20      | 356 08      | 805 28       |
| Outside agencies and advertising.....                   | 36 62       | 14 22       | 50 84        |
| Legal expenses.....                                     | 122 50      | 127 50      | 250 00       |
| Loss and damage of freight and baggage.....             |             | 164 65      | 164 65       |
| Damage to cattle and property.....                      | 15 00       | 100 74      | 115 74       |
| Telegraph maintenance and operation.....                | 586 41      | 745 77      | 1,332 18     |
| Mileage of cars of other companies (debit balance)..... | 1,692 00    | 3,171 39    | 4,863 39     |
| Other general expenses.....                             | 228 79      | 238 12      | 466 91       |
| Total.....  | \$4,265 70  | \$6,120 79  | \$10,386 49  |
| Grand total operating expenses.....                     | \$55,728 00 | \$55,918 66 | \$111,646 66 |

# WALLKILL VALLEY.

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## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |              |
|------------------------|--------------|
| Cost of road.....      | \$393,585 08 |
| Cost of equipment..... | 51,594 20    |

#### Current assets, as follows, viz.:

|                                   |             |                       |
|-----------------------------------|-------------|-----------------------|
| Cash on hand.....                 | \$15,004 17 |                       |
| Due by agents.....                | 7,488 07    |                       |
| Open accounts.....                | 12,027 34   |                       |
| Materials and supplies.....       | 2,693 83    |                       |
|                                   |             | 37,213 41             |
| Profit and loss (deficiency)..... |             | 41,893 81             |
|                                   |             | <u>\$1,024,326 50</u> |

### LIABILITIES.

|                    |              |
|--------------------|--------------|
| Capital stock..... | \$330,000 00 |
| Funded debt.....   | 580,000 00   |

#### Current liabilities, as follows, viz.:

|  |             |                       |
|--|-------------|-----------------------|
| Interest on funded debt due and accrued..... | \$79,800 00 |                       |
| Audited vouchers and pay-rolls.....          | 2,208 26    |                       |
| Open accounts.....                           | 32,218 24   |                       |
|  |             | 114,226 50            |
|  |             | <u>\$1,024,326 50</u> |

### Traffic and Mileage Statistics.

| ITEM.                                       | Through.  | Local.    | Total.         |
|---|-----------|-----------|----------------|
| Number of passengers carried.....           | 1,729     | 165,922   | 167,651        |
| Number of passengers carried one mile ....  | 26,931    | 1,568,275 | 1,595,206      |
| Number of tons of freight carried.....      | 82,983    | 93,632    | 176,615        |
| Number of tons of freight carried one mile. | 1,871,072 | 1,090,142 | 2,961,214      |
| Passenger train mileage.....                |           |           | 49,535         |
| Freight train mileage.....                  |           |           | 23,336         |
| All other train mileage.....                |           |           | 69,218         |
| Total train mileage.....                    |           |           | <u>142,084</u> |

| ITEM.  | Earnings.   | Expenses.   | Loss.                |
|--|-------------|-------------|----------------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings) | \$51,305 56 | \$55,728 00 | \$4,422 44           |
| Average per passenger carried.....   | 306         | 332         | 026                  |
| Average per passenger per mile.....  | 0323        | 0351        | 0028                 |
| Average per passenger train per mile.....  | 1 03        | 1 13        | 10                   |
| Freight earnings and expenses (including miscellaneous earnings).....                | 97,007 40   | 55,918 66   | Profit.<br>41,088 74 |
| Average per ton of freight carried.....  | 5493        | 3166        | 2327                 |
| Average per ton of freight per mile.....   | 0828        | 0189        | 0139                 |
| Average per freight train per mile.....  | 4 157       | 2 396       | 1 761                |

| ITEM.   | Through.       | Local.         | Through and local. |
|---|----------------|----------------|--------------------|
| Computed on earnings from carrying passengers and freight only.               |                |                |                    |
| Average rate received per mile for carrying passengers, all classes.....      | Cents.<br>3.22 | Cents.<br>2.95 | Cents.<br>2.95     |
| Average rate received per mile per ton for carrying freight, all classes..... | 2.66           | 4.33           | 3.58               |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment.

| Description of Road and Equipment.                                 | Miles owned, all in N. Y. State. |
|--|----------------------------------|
| TRACK.   |                                  |
| Main line authorized from Montgomery to Albany, single track ..... | 65.5                             |
| Main line laid, single track .....                                 | 32.86                            |
| Sidings and turnouts on main line .....                            | 4.5                              |
| Grand total of tracks, sidings and turnouts .....                  | 37.76                            |
| Laid with steel rail, main line .....                              | 32.86                            |

Average life of rails — steel, 16 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 67 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

| BRIDGES.              | ENTIRE LINE IN NEW YORK STATE |                   |
|-----------------------|-------------------------------|-------------------|
|                       | Number.                       | Aggregate length. |
| Iron bridges .....    | 19                            | 1.85              |
| Wooden bridges .....  | 23                            | 8.86              |
| Wooden trestles ..... | 14                            | 6.1               |
| Total .....           | 56                            | 2.73              |

| EQUIPMENT.                           | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with coupler. |
|--------------------------------------|------------|-----------------------|--------------------------------|---------------------------------|----------------------------|
|                                      |            |                       |                                |                                 |                            |
| Locomotives, 4 drivers .....         | 3          | \$6,000               | 146,000                        | 3                               | .....                      |
| First-class passenger cars .....     | 2          | .....                 | .....                          | 2                               | 1                          |
| Baggage, mail and express cars ..... | 3          | .....                 | .....                          | 3                               | 1                          |
| Total .....                          | 5          | .....                 | .....                          | 5                               | 1                          |
| Box freight cars .....               | 12         | .....                 | .....                          | .....                           | .....                      |
| Flat freight cars .....              | 2          | .....                 | .....                          | .....                           | .....                      |
| Total .....                          | 14         | .....                 | .....                          | .....                           | .....                      |

Passenger cars are equipped with Westinghouse brake and Miller coupler; freight cars with hand brake and link and pin coupler.  
Stub, Wharton and split switches are used on this road. All renewals on main line are made with either the Wharton or split switch.

## Miscellaneous Statistics.

| ITEM.  | Entire line in N. Y. State. |
|--|-----------------------------|
| Telegraph owned and operated by company, miles .....           | 3                           |
| Length of steel rails laid during year in repairs, miles ..... | 219                         |
| Length of iron rails laid during year in repairs, miles .....  | 318                         |
| Highway crossings at grade without protection .....            | 45                          |
| Highway crossings at grade protected by gates or flagmen ..... | 1                           |
| Highway crossings over or under grade .....                    | 5                           |
| Overhead obstructions less than twenty feet above track .....  | 2                           |

Passenger cars are heated by steam from locomotive, lighted with gas and ventilated by side ventilators.

The National Express Company runs over this line and the railroad company arbitrary rates, varying from 8 to 25 cents per hundred pounds.

No contract with the United States government for transportation of mail; office department now pays \$2,310.21 per year, based on average weight carried.



# WALLKILL VALLEY.

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## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                      | Tonnage. | Per cent. |
|--|----------|-----------|
| Flour.....                                 | 766      | .43       |
| Grain.....                                 | 2,364    | 1.34      |
| Meats and provisions.....                  | 60       | .03       |
| Live stock.....                            | 262      | .15       |
| Lumber.....                                | 11,968   | 6.78      |
| Pig and bar iron and steel.....            | 1,104    | .62       |
| Coal and coke.....                         | 46,372   | 26.26     |
| Petroleum and other oils.....              | 427      | .24       |
| Manufactures.....                          | 83,402   | 47.22     |
| All other merchandise.....                 | 15,782   | 8.94      |
| All other agricultural products.....       | 7,078    | 4.01      |
| All other articles not included above..... | 7,030    | 3.98      |
| Total.....                                 | 176,615  | 100       |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 1        | .....   | 1      |
| Employees.....  | 2        | .....   | 2      |
| Others.....     | .....    | 1       | 1      |
| Total.....      | 3        | 1       | 4      |

## EMPLOYEES.

|  |             |
|--|-------------|
| Average number of persons employed (including officials) during year.... | 106         |
| Aggregate amount of salaries and wages paid them during year.....        | \$54,004 32 |

## Officers of the Company.

| Name.                      | Title.                | Official Address.                  |
|----------------------------|-----------------------|------------------------------------|
| ASHBEL GREEN.....          | President.....        | 5 Vanderbilt ave., N. Y. city.     |
| EDWARD V. W. ROSSITER..... | Secretary and Treas.. | Grand Central Station, N. Y. city. |
| JAMES D. LAYNG.....        | General Manager.....  | 5 Vanderbilt ave., N. Y. city.     |
| JOHN CARSTENSEN.....       | Comptroller.....      | Grand Central Station, N. Y. city. |

## Directors of the Company.

| Name.                  | Residence.             |
|------------------------|------------------------|
| ASHBEL GREEN.....      | Tenafly, N. J.         |
| J. D. LAYNG.....       | New York city.         |
| E. V. W. ROSSITER..... | Flushing, L. I., N. Y. |
| WALTER KATTE.....      | New York city.         |
| LAWRENCE DEFEW.....    | Detroit, Mich.         |
| J. W. MUSSON.....      | New York city.         |
| JOHN CARSTENSEN.....   | New York city.         |
| GEO. S. PRINCE.....    | Roselle, N. J.         |
| H. E. KINNEY.....      | New York city.         |
| C. W. PIERSON.....     | New York city.         |
| W. H. SANFORD.....     | New York city.         |
| A. B. TAYLOR.....      | Norwood, N. J.         |
| W. C. TAYLOR.....      | Hastings, N. Y.        |

Title of company, Wallkill Valley Railroad Company.  
General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in December.

For information concerning this report, address John Carstensen, Comptroller, and Central Station, New York city.

**WAVERLY AND STATE LINE.**

LESSOR.

LESSEE—PENNSYLVANIA CANAL AND RAILROAD COMPANY.

OPERATED BY LEHIGH VALLEY RAILROAD COMPANY.

(Date of charter, June 11, 1867.)

**Capital Stock.**

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 100            | \$10,000         |

Number of stockholders ..... 11

**Cost of Road.**

Total cost of road up to June 30, 1891..... \$64,396 05

**\* Income Account for Year Ending June 30, 1891.****General Balance Sheet June 30, 1891.**

| ASSETS.            |                    |
|--------------------|--------------------|
| Cost of road.....  | 64,396 05          |
| LIABILITIES.       |                    |
| Capital stock..... | \$10,000 00        |
| Sundries .....     | 54,396 05          |
|                    | <u>\$64,396 05</u> |

**Description of Road and Equipment.**

| TRACK.  | Miles owned, all in N.Y. State. |
|---|---------------------------------|
| Main line from State line to Waverly, single track..... | .405                            |
| Second track on main line.....                          | .405                            |
| Sidings and turnouts on main line.....                  | 6.53                            |
| Grand total of tracks, sidings and turnouts.....        | <u>7.335</u>                    |
| Laid with steel rail, main line and sidings.....        | 4.256                           |
| Laid with iron rail, sidings.....                       | 3.08                            |

Average life of ties, 6 years; weight of rails per yard—steel, maximum, 75 lbs. minimum, 58 lbs.; iron, 58 lbs.; gauge of track, 4 feet 8½ inches; ballasted with cinders.

**Officers of the Company.**

| Name.                   | Title.                     | Official Address.  |
|-------------------------|----------------------------|--------------------|
| E. P. WILBUR.....       | President.....             | South Bethlehem, 1 |
| CHAS. HARTSHORNE.....   | Vice-President.....        | Philadelphia, Pa.  |
| ROBERT H. SAYRE.....    | Second Vice-President..... | South Bethlehem, 1 |
| JOHN B. GARRETT.....    | Third Vice-President.....  | Philadelphia, Pa.  |
| JOHN R. FANSHAW.....    | Secretary.....             | Philadelphia, Pa.  |
| WM. CHAS. ALDERSON..... | Treasurer.....             | Philadelphia, Pa.  |

\* No income account kept; all revenues and disbursements included in accounts lessees.

Directors of the Company.

| Name.                 | Residence.           |
|-----------------------|----------------------|
| E. P. WILBUR.....     | South Bethlehem, Pa. |
| CHAS. HARTSHORNE..... | Philadelphia, Pa.    |
| ROBERT H. SAYRE.....  | South Bethlehem, Pa. |
| GEO. M. DIVEN.....    | Elmira, N. Y.        |
| WM. STEVENSON.....    | Sayre, Pa.           |
| JOHN R. FANSHAWE..... | Philadelphia, Pa.    |
| JOHN B. GARRETT.....  | Philadelphia, Pa.    |

Title of company, Waverly and State Line Railroad Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, June 30.

For information concerning this report address John R. Fanshawe, Secretary.

WELLSVILLE, BOLIVAR AND ELDRED.

LESSOR.

LESSEE — BRADFORD, ELDRED AND CUBA.

(Date of charter April 29, 1881.)

Capital Stock.

|                                   | COMMON,        |                  |
|-----------------------------------|----------------|------------------|
|                                   | No. of shares. | Total par value. |
| Authorized by law or charter..... | 1,000          | \$100,000        |

Cost of Road.

Total cost of road up to June 30, 1891..... \$412,400 00

General Balance Sheet June 30, 1891.

ASSETS.

Cost of road..... \$412,400 00

Current assets, as follows, viz.:

Due from other companies ..... 6,990 00

\$419,390 00

LIABILITIES.

Capital stock..... \$6,990 00

Current liabilities, as follows, viz.:

Unfunded debt due Bradford, Eldred and Cuba R. R. Co. for construction.. 412,400 00

\$419,390 00

Title of company, Wellsville, Bolivar and Eldred Railroad Company.

For information concerning this report, address F. M. Baker, agent for T. C. Platt, receiver, Addison, N. Y.

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock .....                           | \$66,736 00        |
| Funded debt .....                             | 23,600 00          |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Audited vouchers and pay-rolls .....          | 2,062 96           |
| Profit and loss (surplus) .....               | 3,700 79           |
|   | <u>\$96,068 77</u> |

## Traffic and Mileage Statistics.

| ITEM.  | All local.    |
|--|---------------|
| Number of passengers carried .....               | 12,314        |
| Number of passengers carried one mile .....      | 94,629        |
| Number of tons of freight carried .....          | 12,774        |
| Number of tons of freight carried one mile ..... | 123,428       |
| Passenger train mileage .....                    | 8,116         |
| Mixed train mileage .....                        | 4,696         |
| Total train mileage .....                        | <u>12,712</u> |

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.           |                |
|---|------------------------|----------------|
|   | Length in N. Y. State. | Entire length. |
| Main line from Wellsville to State line, single track ..... | 10.12                  | 10.4           |
| Sidings and turnouts on main line .....                     | .91                    | 1.08           |
| Grand total of tracks, sidings and turnouts .....           | 11.03                  | 11.5           |

Weight of rails per yard—steel, 63 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel most of the way.

## DETAILS OF BRANCHES OF OTHER ROADS.

| NAME OF BRANCH OR ROAD.   | From           | To                  | Length in New York State. | Entire length. | Owned or leased. |
|---------------------------|----------------|---------------------|---------------------------|----------------|------------------|
| State Line Railroad ..... | State line.... | Genesee Forks, Pa.. | .....                     | 33             | Owned.           |

| BRIDGES.              | IN NEW YORK STATE. |                   | ENTIRE LI |                   |
|-----------------------|--------------------|-------------------|-----------|-------------------|
|                       | Number.            | Aggregate length. | Number.   | Aggregate length. |
| Wooden trestles ..... | 15                 | Feet<br>1,336     | 17        | 146               |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                          | No. owned. | Average cost of each. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-------------------------------------|------------|-----------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers .....        | 1          | \$2,535 44            | 1                               | .....                             |
| Baggage, mail and express car ..... | 1          | \$2,000 00            | 1                               | 1                                 |
| Box freight cars .....              | 3          | \$468 00              | .....                           | .....                             |
| Flat freight cars .....             | 7          | 325 00                | .....                           | .....                             |
| Total .....                         | 10         | .....                 | .....                           | .....                             |

Passenger car has Westinghouse air brake and Janney coupler; common brake and coupler on freight cars.

Split rail switch used on entire road except one stub switch in yard.

## Miscellaneous Statistics.

| ITEM.   | All in<br>N. Y. State. |
|---|------------------------|
| Highway crossings at grade without protection ..... | 8                      |

Passenger car heated by stoves, lighted by oil lamps and ventilated by side ventilator windows in top.

Wells, Fargo Express Co., runs over this line and pays twenty per cent of total amount of business done.

Contract with the United States government for transportation of mails is \$42.75 per mile, per annum, for 11.45 miles.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.                                       | Tonnage. |
|---|----------|
| Flour .....                                 | 899      |
| Grain .....                                 | 294      |
| Meats and provisions .....                  | 326      |
| Live stock .....                            | 43       |
| Lumber .....                                | 5,192    |
| Pig and bar iron and steel .....            | 92       |
| Iron or other ores .....                    | 67       |
| Coal and coke .....                         | 38       |
| Manufactures .....                          | 134      |
| All other merchandise .....                 | 19       |
| All other agricultural products .....       | 1,526    |
| All other articles not included above ..... | 4,144    |
| Total .....                                 | 12,774   |

## Officers of the Company.

| Name.                | Title.               | Official Address. |
|----------------------|----------------------|-------------------|
| JOHN McEWEN .....    | President .....      | Wellsville, N. Y. |
| E. J. FARNUM .....   | Vice-President ..... | Wellsville, N. Y. |
| H. K. OPP .....      | Secretary .....      | Wellsville, N. Y. |
| H. N. LEWIS .....    | Treasurer .....      | Wellsville, N. Y. |
| GEO. W. PIERCE ..... | Civil Engineer ..... | Wellsville, N. Y. |
| C. A. FARNUM .....   | Attorney .....       | Wellsville, N. Y. |
| W. W. ATWOOD .....   | Superintendent ..... | Wellsville, N. Y. |

## Directors of the Company.

| Name.              | Residence.        |
|--------------------|-------------------|
| JOHN McEWEN .....  | Wellsville, N. Y. |
| E. J. FARNUM ..... | Wellsville, N. Y. |
| H. N. LEWIS .....  | Wellsville, N. Y. |
| H. K. OPP .....    | Wellsville, N. Y. |

## REPORT OF THE RAILROAD COMMISSIONERS.

| Name.                  | Residence.        |
|------------------------|-------------------|
| W. B. COATS .....      | Wellsville, N. Y. |
| GEO. H. BLACKMAN ..... | Wellsville, N. Y. |
| GEO. W. PIERCE .....   | Wellsville, N. Y. |
| GEO. E. BROWN .....    | Wellsville, N. Y. |
| WM. DUKE .....         | Wellsville, N. Y. |
| CHAS. DAY .....        | Wellsville, N. Y. |
| JOSEPH DOTY .....      | Wellsville, N. Y. |
| RUFUS SCOTT .....      | Wellsville, N. Y. |
| W. J. APPLEBEE .....   | Wellsville, N. Y. |

Title of company, Wellsville, Coudersport and Pine Creek Railroad.

General offices at Wellsville, Allegany county.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in November.

Date of directors' meeting, first Wednesday in each month.

For information concerning this report, address Chas. E. Davis, Wellsville, Allegany county, N. Y.

## WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, November 28, 1887.)

For history of organization, etc., see Report of 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter, issued for reorganization and now outstanding ..... | 300,000        | \$30,000,000     |

## FUNDED DEBT.

| DESIGNATION OF LIEN.            | Date.        | Term, years. | INTEREST. |                | Amount outstanding. | Amount authorized. | Realized on amount outstanding. |
|---------------------------------|--------------|--------------|-----------|----------------|---------------------|--------------------|---------------------------------|
|                                 |              |              | Rate.     | When payable.  |                     |                    |                                 |
| First mort. bds..               | Dec 1, 1887  | 50           | p. 5      | Jan. 1, July 1 | \$10,000,000 00     | \$8,950,000 00     | \$8,950,000                     |
| First mort. bds..               | Dec. 1, 1885 | 30           | 7         | Feb. 1, Aug. 1 | 1,500,000 00        | 800,000 00         | 800,000                         |
| Second mort. bds.               | Dec. 1, 1887 | 40           | *         | Apr. 1, Oct. 1 | 20,000,000 00       | 19,984,000 00      | 19,984,000                      |
| Sec'd mt. deb. bds.             | 1888         | 20           | †         | Apr. 1, Oct. 1 | 1,058,000 00        | 1,058,000 00       | 1,058,000                       |
| Car trust obligations . . . . . | .....        | .....        | .....     | .....          | 1,557,035 10        | 902,803 55         | .....                           |
| Totals.....                     | .....        | .....        | .....     | .....          | \$34,115,035 10     | \$31,694,803 55    | \$30,7 0                        |

\* Interest for the first five years is dependent upon the revenue, and scrip is issued on the net earnings, after deducting for betterments, are insufficient to pay the same in full. After the first five years it is a fixed charge of three per cent; after ten years it is four per cent fixed charge, and it can not exceed four per cent until the stock receives three per cent, when the bonds pro rate with the stock until the bonds receive seven per cent.

† Interest on the debenture bonds is dependent on the net income, and if earnings are insufficient to pay the same, five per cent per annum, payable April and October 1.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Grading and masonry .....                                | \$32,219 61  | \$99,690 61   |
| Ballast .....  | 45,996 84  |   |
| Bridges .....  | 12,622 88  | 120,708 07  |
| Superstructure (including ties) .....                    | 22,922 79  | 63,393 32   |
| Rails .....  | 29,395 19  | 108,938 08  |
| Land .....   |  | 96,752 92   |
| Land damages .....                                       | 9,482 99   | 19,339 64   |
| Fences .....   | 7,721 04   | 11,454 26   |
| Passenger and freight stations, engine and car-houses .. | 5,859 39   | 80,285 24   |
| Shops, machinery and tools .....                         | 6,964 16   | 13,709 42   |
| Engineering expenses .....                               |  | 2,544 85  |
| Purchase of constructed road .....                       |  | 57,633,615 67   |
| Wharfing .....   |  | 28,410 48   |
| New sidings .....  | 39,493 86  | 221,452 64  |
| Other items .....  |  | 57,351 69   |
| Total cost of road .....                                 | \$212,678 25   | \$58,757,641 89                                       |
| <b>EQUIPMENT.</b>  |  |   |
| Locomotives .....  | \$3,898 77   | \$343,049 63  |
| Passenger cars .....                                     | 4,210 18   | 15,305 61   |
| Mail, baggage and express cars .....                     | 621 22   | 621 22  |
| Freight and other cars .....                             | 786,489 74   | 1,911,288 43  |
| Equipment from former company .....                      |  | 1,479,780 09  |
| Total cost of equipment .....                            | \$794,219 91   | \$3,749,994 98  |
| Grand total cost of road and equipment .....             | \$1,006,898 16   | \$62,507,636 87                                       |

## Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Gross earnings from operation .....  | \$3,562,668 58 |
| Less operating expenses (excluding all taxes) .....  | 2,485,782 39   |
| Net earnings from operation .....  | \$1,076,886 19 |
| <i>Income from other sources, as follows, viz.:</i>  |                |
| Interest, discount and commission .....  | 4,074 00       |
| Gross income from all sources .....  | \$1,080,960 19 |
| <i>Deductions from income, as follows, viz.:</i>   |                |
| *Interest on funded debt due and accrued .....   | \$1,498,915 60 |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes ..... | 86,851 51      |
| Interest on current liabilities .....  | 21,586 46      |
|  | \$1,607,353 57 |
| Deficit for year ending June 30, 1891 .....  | \$526,393 38   |

## General Income Account.

|   |                 |
|---|-----------------|
| Deficit for year ending June 30, 1891 .....   | \$526,393 38    |
| Deficit up to June 30, 1890 .....   | 1,211,254 56    |
|   | \$1,737,647 94  |
| Increased valuation of stock owned by the company .....   | \$10,084,066 00 |
| Credit to profit and loss of an amount erroneously charged to profit and loss by reorganization committee ..... | 137,500 00      |
| Profit on purchase of W. N. Y. and P. second mortgage bonds .....   | 6,025 00        |
| undry old accounts charged off .....  | 1,744 06        |
|   | \$10,229,325 06 |
| Less interest on equipment notes paid during 1888, 1889 and 1890 .....  | 42,862 75       |
|   | 10,186,462 31   |
| Total surplus June 30, 1891 .....   | \$8,448,814 87  |

\* Of which \$974,579.15 is payable in scrip.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   | Passenger.   | Freight.       | Total.         |
|---|--------------|----------------|----------------|
| Freight, through and local .....        |              | \$2,677,694 80 | \$2,677,694 80 |
| Passengers, through and local .....     | \$752,978 51 |                | 752,978 51     |
| Mail .....                              | 47,719 22    |                | 47,719 22      |
| Express .....                           | 36,632 87    |                | 36,632 87      |
| <i>Miscellaneous, as follows, viz.:</i> |              |                |                |
| Rents .....                             | 4,102 85     | 11,532 76      | 15,635 61      |
| Milk .....                              | 24,196 69    |                | 24,196 69      |
| Miscellaneous .....                     | 3,342 75     | 4,468 13       | 7,810 88       |
| Total gross earnings .....              | \$868,972 89 | \$2,693,695 69 | \$3,562,668 58 |

## OPERATING EXPENSES.

|   |              |              |              |
|---|--------------|--------------|--------------|
| <i>Maintenance of way and structures:</i>                       |              |              |              |
| Repairs of track .....  | \$113,307 76 | \$270,742 82 | \$384,050 58 |
| Steel rails laid cost \$15 per ton .....                        | 5,871 93     | 16,914 35    | 22,786 28    |
| Repairs of roadbed .....  | 25,544 64    | 63,613 13    | 89,157 77    |
| Repairs of bridges (including culverts and cattle-guards) ..... | 17,097 67    | 44,862 07    | 61,959 74    |
| Repairs of stations, shops, docks, etc. ....                    | 11,304 62    | 30,545 70    | 41,850 32    |
| Repairs of fences .....   | 6,510 55     | 16,644 24    | 23,154 79    |
| Other expenses for maintenance of way and structures .....      | 1,203 34     | 2,830 76     | 4,034 10     |
| Total .....   | \$180,840 51 | \$446,153 07 | \$626,993 58 |

|   |              |              |              |
|---|--------------|--------------|--------------|
| <i>Maintenance of equipment:</i>                  |              |              |              |
| Repairs of locomotives .....                      | \$45,926 59  | \$100,918 40 | \$146,844 99 |
| Repairs of cars .....                             | 49,324 14    | 281,474 42   | 330,798 56   |
| Repairs of machinery and tools .....              | 9,055 48     | 20,027 97    | 29,083 45    |
| Other expenses for maintenance of equipment ..... | 108 93       | 237 29       | 346 22       |
| Total .....                                       | \$104,425 14 | \$402,658 08 | \$507,083 22 |

|  |              |              |                |
|--|--------------|--------------|----------------|
| <i>Conducting transportation:</i>                  |              |              |                |
| Wages of conductors and men .....                  | \$53,207 29  | \$163,241 61 | \$216,448 90   |
| Wages of engineers and firemen .....               | 74,400 79    | 193,392 12   | 267,792 91     |
| Fuel for locomotives .....                         | 44,460 36    | 182,899 56   | 227,359 92     |
| Water supply .....                                 | 3,183 96     | 8,978 03     | 12,161 99      |
| Other train supplies or expenses .....             | 17,260 87    | 26,779 23    | 44,040 10      |
| Wages of station agents and clerks .....           | 41,112 45    | 154,391 45   | 195,503 90     |
| Station supplies .....                             | 4,103 80     | 6,256 42     | 10,360 22      |
| Wages of watchmen, flagmen and switchmen .....     | 10,617 36    | 115,147 97   | 125,765 33     |
| Other expenses for conducting transportation ..... | 1,206 54     | 7,878 20     | 9,084 74       |
| Total .....  | \$249,553 54 | \$859,004 59 | \$1,108,558 13 |

|  |              |                |                |
|--|--------------|----------------|----------------|
| <i>General expenses:</i>   |              |                |                |
| Salaries of general officers and clerks .....                                  | \$29,622 57  | \$72,859 86    | \$102,482 43   |
| General office expenses and supplies .....                                     | 3,600 53     | 11,542 23      | 15,142 76      |
| Stationery and printing .....  | 6,325 27     | 14,904 69      | 21,229 96      |
| Outside agencies and advertising .....   | 2,619 20     | 2,619 71       | 5,238 91       |
| Legal expenses .....   | 6,449 10     | 18,693 76      | 25,142 86      |
| Loss and damage to freight and baggage and damage to cattle and property ..... | 763 30       | 6,731 91       | 7,495 21       |
| Injuries to persons .....  | 12,587 71    | 9,017 73       | 21,605 44      |
| Telegraph maintenance and operation .....                                      | 17,518 98    | 48,392 10      | 65,911 08      |
| Mileage of cars of other companies (debit balance) .....                       | 7,571 83     | *53,064 40     | *60,636 23     |
| Other general expenses .....   | 4,951 59     | 19,444 91      | 24,396 50      |
| Total .....  | \$92,006 08  | \$151,142 50   | \$243,148 58   |
| Grand total operating expenses .....   | \$626,824 15 | \$1,858,958 24 | \$2,485,782 39 |

\* Credit.



# WESTERN NEW YORK AND PENNSYLVANIA.

645

## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |                 |
|------------------------|-----------------|
| Cost of road.....      | \$38,757,641 89 |
| Cost of equipment..... | 3,749,994 98    |

Other permanent investments, as follows, viz.:

|   |               |
|---|---------------|
| Stock of other companies.....               | 10,386,066 00 |
| Second mortgage bonds owned by company..... | 494,667 02    |

Current assets, as follows, viz.:

|   |             |
|---|-------------|
| Cash on hand.....                                     | \$96,540 84 |
| Due by agents.....                                    | 102,985 58  |
| Open accounts.....                                    | 224,029 93  |
| Materials and supplies.....                           | 202,256 96  |
| Sundries.....   | 5,982 89    |
| Cash in Bank of New York to pay maturing coupons..... | 161,817 08  |

793,613 28

\$74,131,983 17

### LIABILITIES.

|                    |                 |
|--------------------|-----------------|
| Capital stock..... | \$30,000,000 00 |
| Funded debt.....   | 31,694,803 55   |

Current liabilities, as follows, viz.:

|  |              |
|--|--------------|
| Interest on funded debt due and accrued..... | \$256,130 00 |
| Audited vouchers and pay-rolls.....          | 528,497 75   |

784,627 75

|   |           |
|---|-----------|
| Interest accrued on funded debt, not yet payable..... | 28,333 33 |
|---|-----------|

390,907 20

|   |  |
|---|--|
| Non-convertible income scrip, 1907..... |  |
|---|--|

|   |  |
|---|--|
| Second mortgage income scrip, including the amount to be issued for |  |
|---|--|

|  |              |
|--|--------------|
| Interest accrued to June 30, 1891..... | 2,435,930 47 |
|--|--------------|

|                            |            |
|----------------------------|------------|
| Real estate mortgages..... | 353,304 00 |
|----------------------------|------------|

|                         |        |
|-------------------------|--------|
| Old coupon account..... | 262 50 |
|-------------------------|--------|

|                                |              |
|--------------------------------|--------------|
| Profit and loss (surplus)..... | 8,448,814 37 |
|--------------------------------|--------------|

\$74,131,983 17

### Traffic and Mileage Statistics.

| ITEM.   | Through.  | Local.     | Total.      |
|---|-----------|------------|-------------|
| Number of passengers carried.....               | 19,712    | 1,503,155  | 1,522,867   |
| Number of passengers carried one mile.....      | 2,575,337 | 28,831,234 | 31,406,571  |
| Number of tons of freight carried.....          |           |            | 4,362,492   |
| Number of tons of freight carried one mile..... |           |            | 445,981,766 |

|                              |  |  |           |
|------------------------------|--|--|-----------|
| Passenger train mileage..... |  |  | 1,177,649 |
|------------------------------|--|--|-----------|

|                            |  |  |           |
|----------------------------|--|--|-----------|
| Freight train mileage..... |  |  | 1,737,721 |
|----------------------------|--|--|-----------|

|                              |  |  |         |
|------------------------------|--|--|---------|
| All other train mileage..... |  |  | 916,806 |
|------------------------------|--|--|---------|

|                          |  |  |           |
|--------------------------|--|--|-----------|
| Total train mileage..... |  |  | 3,832,176 |
|--------------------------|--|--|-----------|

| ITEM.   | Earnings.    | Expenses.    | Profit.      |
|---|--------------|--------------|--------------|
| Passenger earnings and expenses (including mail, express and miscellaneous earnings)..... | \$368,972 89 | \$626,824 15 | \$242,148 74 |
| Rate per passenger carried.....   | 5706         | 4116         | 1590         |
| Rate per passenger train per mile.....  | 0276         | 0199         | 0077         |
| Rate per passenger train per mile.....  | 72           | 52           | 20           |
| Freight earnings and expenses (including miscellaneous earnings).....                     | 2,693,695 69 | 1,858,958 24 | 834,737 45   |
| Rate per ton of freight carried.....  | 617          | 426          | 191          |
| Rate per ton of freight per mile.....   | 00604        | 00418        | 00186        |
| Rate per freight train per mile.....  | 1 55         | 1 07         | 48           |

## Traffic and Mileage Statistics — (Continued).

| ITEM.<br>Computed on earnings from carrying passengers<br>and freight only.         | Through.        | Local.          | Through<br>and local. |
|---|-----------------|-----------------|-----------------------|
| Average rate received per mile for carrying pas-<br>sengers, all classes .....      | Cents.<br>1.969 | Cents.<br>2.486 | Cents.<br>2.394       |
| Average rate received per mile per ton for carry-<br>ing freight, all classes ..... | .....           | .....           | .....                 |

## Description of Road and Equipment.

| TRACK.  | MILES OWNED.              |                   |
|---|---------------------------|-------------------|
|   | Length in<br>N. Y. State. | Entire<br>length. |
| Main line laid, single track .....                | 325.87                    | 633.01            |
| Union Terminal railroad, laid single track .....  | 2.31                      |                   |
| Total single track .....                          | 328.18                    | 633.01            |
| Second track on main line .....                   | 8.10                      | 8.10              |
| Sidings and turnouts on main line .....           | 108.89                    | 193.38            |
| Grand total of tracks, sidings and turnouts ..... | 445.17                    | 834.49            |
| Laid with steel rail, main line .....             | 310.88                    | 553.35            |
| Laid with iron rail, main line .....              | 17.30                     | 79.76             |

Average life of rails—steel, 12 years; iron, 4 years; average life of ties 7 years; weight of rails per yard—steel, maximum, 73 lbs., minimum, 56 lbs.; iron, maximum, 61 lbs., minimum, 35 lbs.; gauge of track, 4 feet 8½ inches; narrow gauge, 3 feet; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR<br>ROAD. | From               | To                | Length in New<br>York State. | Entire length. | Owned or<br>leased. | Miles of double<br>track with steel<br>rail. | Miles laid with<br>steel rail. | Miles laid with<br>iron rail. |
|----------------------------|--------------------|-------------------|------------------------------|----------------|---------------------|--|--------------------------------|-------------------------------|
| Union Terminal .....       | Buffalo, N. Y.     | Bailey avenue.    | 2.31                         | 2.31           | Owned.              | 1.47   | 2.31                           | .....                         |
| Buffalo Division .....     | Bailey avenue      | Emporium          | 76.34                        | 118.24         | Owned.              | 6.63   | 118.24                         | .....                         |
| Pittsburgh Division .....  | Buffalo Junction   | B. C. R. R. Jun.  | 1.40                         | 1.40           | Owned.              | .....  | 1.40                           | .....                         |
| Clermont Branch .....      | Larabee, Pa.       | Clermont          | .....                        | 22.15          | Owned.              | .....  | 22.15                          | .....                         |
| Olean, Brad. & W. R. R.    | Olean              | State line        | 12.53                        | 12.53          | Owned.              | .....  | 5.67                           | 6.86                          |
| Olean, Brad. & W. R. R.    | State line         | Bradford.         | .....                        | 10.11          | Owned.              | .....  | 3.11                           | 7.00                          |
| K. and E. R. R.            | Eldred, Pa.        | Tarport           | .....                        | 18.28          | Owned.              | .....  | 2.90                           | 13.39                         |
| Bradford R. R.             | Bradford.          | Kinzua Junction.  | .....                        | 14.75          | Owned.              | .....  | .95                            | 13.80                         |
| Kinzua R. R.               | Kinzua Junction    | Kinzua            | .....                        | 14.04          | Owned.              | .....  | 11.56                          | 2.48                          |
| Gen. Val. Can. R. R.       | Rochester          | Hinsdale          | 98.61                        | 98.61          | Owned.              | .....  | 98.61                          | .....                         |
| Gen. Val. Term. R. R.      | W. N. Y. & P. Jun. | Lincoln Pk. N. Y. | 2.46                         | 2.46           | Owned.              | .....  | 2.46                           | .....                         |
| Roch. N. Y. & P. R. R.     | Nunda Junction.    | Lack. & P. R. R.  | 12.00                        | 12.00          | Owned.              | .....  | 1.56                           | 10.44                         |
| Pittsburgh Division .....  | B. C. June., N. Y. | Oil City, Pa.     | 84.43                        | 135.03         | Owned.              | .....  | 185.03                         | .....                         |
| Pittsburgh Division .....  | Oil City, Pa.      | Irvington, Pa.    | .....                        | 50.20          | Owned.              | .....  | 50.20                          | .....                         |
| Pittsburgh Division .....  | Warren             | Olean, N. Y.      | 38.10                        | 59.70          | Owned.              | .....  | 59.70                          | .....                         |
| Pittsburgh Division .....  | Stonycoro.         | New Castle.       | .....                        | 36.00          | Owned.              | .....  | 36.00                          | .....                         |
| Pittsburgh Division .....  | Tryonville         | Union, Pa.        | .....                        | 16.30          | Owned.              | .....  | .80                            | .....                         |
| Pittsburgh Division .....  | Titusville         | Pioneer, Pa.      | .....                        | 8.90           | Owned.              | .....  | .50                            | .....                         |
| Total .....                | .....              | .....             | 328.18                       | 633.01         | .....               | 8.10   | 553.25                         | 79.76                         |

## Description of Road and Equipment—(Continued).

| BRIDGES.             | IN NEW YORK STATE. |                   | ENTIRE LINE. |                   |
|----------------------|--------------------|-------------------|--------------|-------------------|
|                      | Number.            | Aggregate length. | Number.      | Aggregate length. |
|                      |                    | <i>Feet.</i>      |              | <i>Feet.</i>      |
| Iron bridges.....    | 25                 | 4,160.5           | 31           | 5,904.5           |
| Iron girders.....    | 35                 | 663.0             | 38           | 745.0             |
| Wooden bridges.....  | 29                 | 3,451.5           | 60           | 8,377.5           |
| Wooden girders.....  | 224                | 2,125.0           | 398          | 4,515.0           |
| Wooden trestles..... | 102                | 21,711.0          | 224          | 38,971.0          |
| <b>Total.....</b>    | <b>415</b>         | <b>32,111</b>     | <b>751</b>   | <b>58,516</b>     |

| EQUIPMENT.                  | No. owned. | No. leased. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. | No. equipped with patent coupler. |
|-----------------------------|------------|-------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 8 drivers..... | 19         | .....       | \$11,650              | 219,800                        | 5                              | 15                              | .....                             |
| Locomotives, 6 drivers..... | 69         | .....       | 7,560                 | 154,000                        | 6                              | 36                              | .....                             |
| Locomotives, 4 drivers..... | 51         | .....       | 10,000                | 132,500                        | 12                             | 43                              | .....                             |
| <b>Total.....</b>           | <b>139</b> | .....       | .....                 | .....                          | .....                          | <b>94</b>                       | .....                             |

|                                     |            |       |         |        |       |            |            |
|-------------------------------------|------------|-------|---------|--------|-------|------------|------------|
| First-class passenger cars.....     | 55         | ..... | \$4,300 | 50,000 | 10    | 55         | 55         |
| Second-class passenger cars.....    | 24         | ..... | 3,750   | 47,000 | 12    | 24         | 24         |
| Baggage, mail and express cars..... | 36         | ..... | 2,750   | 37,000 | 12    | 36         | 36         |
| <b>Total.....</b>                   | <b>115</b> | ..... | .....   | .....  | ..... | <b>115</b> | <b>115</b> |

|                            |              |            |       |        |       |           |              |
|----------------------------|--------------|------------|-------|--------|-------|-----------|--------------|
| Box freight cars.....      | 1,252        | .....      | \$550 | 29,000 | 6     | 10        | 89           |
| Stock freight cars.....    | 7            | .....      | 550   | 22,200 | 8     | .....     | .....        |
| Coal freight cars.....     | 6,225        | 400        | 419   | 25,400 | 5     | .....     | 2,078        |
| Flat freight cars.....     | 126          | .....      | 420   | 17,700 | 8     | .....     | 4            |
| Tank freight cars.....     | 12           | .....      | ..... | 21,300 | 23    | .....     | .....        |
| Caboose, 4-wheel cars..... | 64           | .....      | 800   | 15,300 | 5     | .....     | .....        |
| Caboose, 8-wheel cars..... | 3            | .....      | 825   | 22,000 | 18    | .....     | .....        |
| Service cars.....          | 178          | .....      | ..... | .....  | ..... | 8         | 2            |
| <b>Total.....</b>          | <b>7,867</b> | <b>400</b> | ..... | .....  | ..... | <b>18</b> | <b>2,173</b> |

Passenger cars are equipped with Westinghouse automatic brake and Miller coupler, Janney and Gould couplers on freight cars.

## Miscellaneous Statistics.

| ITEM.   | In N. Y. State. | Entire line.   |
|---|-----------------|----------------|
| Total assessed value of real estate and personal property of company..... | \$1,131,715 31  | \$1,152,350 31 |
| Length of new steel rails laid during year in repairs, miles.....         | 13.33           | 39.56          |
| allroads crossing road at grade.....                                      | 17              | 37             |
| allroads crossing road over or under grade.....                           | 6               | 6              |
| highway crossings at grade without protection.....                        | 294             | 517            |
| highway crossings at grade protected by gates or flagmen.....             | 28              | 41             |
| highway crossings over or under grade.....                                | 19              | 22             |
| overhead obstructions less than twenty feet above track..                 | 28              | 54             |

## REPORT OF THE RAILROAD COMMISSIONERS.

Passenger cars are heated by steam, lighted by oil lamps and ventilated by ordinary deck ventilators.

American Express Company runs over this line, and pays by weight.

Pullman's parlor and sleeping cars run over this line on mileage basis.

Empire line and Green line cars run over this road.

Contract with the United States Government for transportation of mails is \$48,012.92 per annum.

## DESCRIPTION OF FREIGHT MOVED.

| ITEM.  | Tonnage.         |
|--|------------------|
| Grain .....                                  | 57,194           |
| Live stock .....                             | 6,998            |
| Lumber .....                                 | 804,619          |
| Pig and bar iron and steel .....             | 81,015           |
| Iron or other ores .....                     | 36,485           |
| Coal and coke .....                          | 1,987,433        |
| Petroleum and other oils .....               | 569,619          |
| All other manufactures and merchandise ..... | 375,844          |
| All other articles not included above .....  | 450,397          |
| <b>Total .....</b>                           | <b>4,862,492</b> |

## NUMBER OF ACCIDENTS.

|                    | Injured.  | Killed.   | Total.    |
|--------------------|-----------|-----------|-----------|
| Passengers .....   | 14        | .....     | 14        |
| Employees .....    | 45        | 9         | 54        |
| Others .....       | 13        | 12        | 25        |
| <b>Total .....</b> | <b>72</b> | <b>21</b> | <b>93</b> |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 3,300  
 Aggregate amount of salaries and wages paid them during year:..... \$1,603,035.00

## Officers of the Company.

| Name.                     | Title.                       | Official Address. |
|---------------------------|------------------------------|-------------------|
| CALVIN H. ALLEN .....     | President .....              | New York city.    |
| SAMUEL G. DECOURSEY ..... | Vice-President .....         | Philadelphia, Pa. |
| J. EDMUND SHIELDS .....   | Assistant to President ..... | Buffalo, N. Y.    |
| JOSEPH R. TRIMBLE .....   | Secretary .....              | Philadelphia, Pa. |
| FRANKLIN S. BUELL .....   | Treasurer .....              | Buffalo, N. Y.    |
| WILLIAM L. DOYLE .....    | Auditor .....                | Buffalo, N. Y.    |
| JAMES D. HANCOCK .....    | Solicitor .....              | Buffalo, N. Y.    |
| ROBERT BELL .....         | General Superintendent ..... | Buffalo, N. Y.    |
| R. D. MCCREARY .....      | Chief Engineer .....         | Buffalo, N. Y.    |

## Directors of the Company.

| Name.                     | Residence.        |
|---------------------------|-------------------|
| CALVIN H. ALLEN .....     | New York city.    |
| EDWARD L. OWEN .....      | New York city.    |
| ADOLPH ENGLER .....       | New York city.    |
| ISAAC N. SELIGMAN .....   | New York city.    |
| GUSTAV E. KISSEL .....    | New York city.    |
| JOHN D. PROBST .....      | New York city.    |
| WILLIAM MEYERS .....      | New York city.    |
| CHARLES M. LEA .....      | Philadelphia, Pa. |
| SAMUEL G. DECOURSEY ..... | Philadelphia, Pa. |
| GEORGE E. BARTOL .....    | Philadelphia, Pa. |
| WILLIAM T. TIERS .....    | Philadelphia, Pa. |
| E. W. CLARK, JR. .....    | Philadelphia, Pa. |
| PASCAL P. PRATT .....     | Buffalo, N. Y.    |

Title of company, Western New York and Pennsylvania Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address John T. Reynolds, Acting At

**WEST SHORE.**

LESSOR.

LESSEE — NEW YORK, CENTRAL AND HUDSON RIVER.

(Certificate of incorporation filed, December 5, 1885.)

The operation of this property with "Description of Road and Equipment" for the year ending June 30, 1891, are included in the report of the New York Central and Hudson River Railroad Company.

Since July 1, 1890, the Syracuse, Ontario and New York Railway, extending from Syracuse, N. Y., to Earlville, N. Y., a distance of 45.49 miles, has been operated as the Chenango Branch of the West Shore Railroad. This was a temporary arrangement, in accordance with an agreement between the boards of directors of the two companies, and under date of April 2, 1891, the Syracuse, Ontario and New York Railway was formally leased for the term of its corporate existence to West Shore Railroad Company. The mileage and operations of the Chenango Branch during the entire year, are included in the report of the New York Central and Hudson River Railroad Company.

For history of organization, leasing, etc., see Report of 1886.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter, issued in pursuance of plan of reorganization and now outstanding..... | 100,000        | \$10,000,000     |
| Number of stockholders.....  |                | 14               |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.         | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. |
|------------------------------|--------------|--------------|-----------|---------------|--------------------|---------------------|
|                              |              |              | Rate.     | When payable. |                    |                     |
| * First mortgage bonds ..... | Dec. 5, 1885 | 47½          | P.C.<br>4 | Jan. & July   | \$50,000,000       | \$50,000,000        |

**Cost of Road.**

† Grand total cost of road..... \$60,000,000 00

**Income Account for Year Ending June 30, 1891.**

Rental from New York Central and Hudson River Railroad Company..... 2,000,000 00  
 Deductions from income, as follows, viz.:  
 Interest on funded debt due and accrued..... 2,000,000 00

**General Balance Sheet June 30, 1891.****ASSETS.**

Cost of road..... 60,000,000 00

Bearing interest from January 1, 1886.  
 As property was bought under foreclosure sale, no classification can be given.

## REPORT OF THE RAILROAD COMMISSIONERS.

| LIABILITIES.       |                        |
|--------------------|------------------------|
| Capital stock..... | \$10,000,000 00        |
| Funded debt.....   | 50,000,000 00          |
|                    | <u>\$60,000,000 00</u> |

**Officers of the Company.**

| Name.                   | Title.                       | Official Address.               |
|-------------------------|------------------------------|---------------------------------|
| CHAUNCEY M. DEPEW..     | President.....               | Gr'd Cent. Station, N. Y. city. |
| ASHBEL GREEN .....      | Vice-President.....          | 5 Vanderbilt ave., N. Y. city.  |
| E. V. W. ROSSITER ..... | Secretary and Treasurer ..   | Gr'd Cent. Station, N. Y. city. |
| GEORGE S. PRINCE .....  | Asst. Sec'y and Asst. Treas. | Gr'd Cent. Station, N. Y. city. |

**Directors of the Company.**

| Name.                         | Residence.       |
|-------------------------------|------------------|
| CORNELIUS VANDERBILT.....     | New York city.   |
| WILLIAM K. VANDERBILT .....   | New York city.   |
| FREDERICK W. VANDERBILT ..... | New York city.   |
| CHAUNCEY M. DEPEW .....       | New York city.   |
| CHAS. C. CLARKE .....         | Sing Sing, N. Y. |
| HORACE J. HAYDEN .....        | New York city.   |
| ASHBEL GREEN .....            | Tenafly, N. J.   |
| J. PIERPONT MORGAN .....      | New York city.   |
| E. D. ADAMS .....             | New York city.   |
| J. HOOD WRIGHT .....          | New York city.   |
| SAMUEL F. BARGES .....        | New York city.   |
| CHAS. LANIER .....            | New York city.   |
| O. E. TRACEY.....             | New York city.   |

Title of company, West Shore Railroad Company.

General offices at Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in April.

For information concerning this report, address E. V. W. Rossiter, Treasurer, Grand Central Station, New York city.

**WEST TROY AND GREEN ISLAND.**

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 15, 1870.)

**Capital Stock.**

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....           | 300            | \$30,000         | .....                                |
| Issued for actual cash and now outstanding. | 32             | 3,200            | \$3,200                              |

**Cost of Road.**

|  |              |
|--|--------------|
| Total cost of road up to June 30, 1891 ..... | \$139,129 58 |
|--|--------------|

**General Balance Sheet June 30, 1891.**

| ASSETS.   |                 |
|---|-----------------|
| Cost of road.....                                 | 139 58          |
| LIABILITIES.                                      |                 |
| Capital stock.....                                | 30 00           |
| <i>Current liabilities, as follows, viz.:</i>     |                 |
| Due Rensselaer and Saratoga Railroad Company..... | 139 58          |
|   | <u>\$139 58</u> |

Officers of the Company.

| Name.                 | Title.         | Official Address. |
|-----------------------|----------------|-------------------|
| GEORGE H. CRAMER..... | President..... | Troy, N. Y.       |
| JOHN H. NEEB.....     | Secretary..... | Troy, N. Y.       |

Directors of the Company.

| Name.                      | Residence.           |
|----------------------------|----------------------|
| GEO. H. CRAMER.....        | Troy, N. Y.          |
| JOS. M. WARREN.....        | Troy, N. Y.          |
| GEO. B. WARREN.....        | Troy, N. Y.          |
| CHAS. B. RUSSELL.....      | Troy, N. Y.          |
| CHAS. W. TILLINGHAST.....  | Troy, N. Y.          |
| WM. H. DOUGHTY.....        | Troy, N. Y.          |
| C. E. DUDLEY TIBBETTS..... | Troy, N. Y.          |
| JOS. A. EDDY.....          | Troy, N. Y.          |
| NOEMAN B. SQUIRES.....     | Troy, N. Y.          |
| EDWARD C. GALE.....        | Troy, N. Y.          |
| LE GRAND C. CRAMER.....    | Troy, N. Y.          |
| ISAAC V. BAKER.....        | Comstock's, N. Y.    |
| JOHN HOBART WARREN.....    | Hoosick Falls, N. Y. |

Title of company, West Troy and Green Island Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address George H. Cramer, President.

WHARTON VALLEY.

LESSOR.

LESSEE—NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 12, 1888.)

Organized in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2d, 1880, and the several acts amendatory thereof and supplementary thereto.

Constructed by the New York, Ontario and Western Railway Company in consideration of \$70,000 par value of capital stock, \$75,000 par value of first mortgage bonds of the Wharton Valley Railway Company and \$20,000 cash donated by residents along the line.

Leased by the New York, Ontario and Western Railway Company, per agreement dated August 4, 1888, for ninety-nine years from October 1, 1888, in consideration of annual payment of \$500 for maintenance of organization and annual payment of the interest on \$75,000, Wharton Valley Railway Company bonds. The New York, Ontario and Western Railway Company also agrees to pay all operating expenses and taxes and guarantees the payment of principal and interest of said \$75,000 Wharton Valley bonds by writing indorsed thereon.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|  | COMMON.        |                  | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
|  | No. of shares. | Total par value. |                                      |
| A Authorized by law or charter.....      | 700            | \$70,000         |                                      |
| B Issued for actual cash.....            | 7              | \$700            | \$700                                |
| C Issued on account of construction..... | 693            | 69,300           | 69,300                               |
| Total now outstanding.....               | 700            | \$70,000         | \$70,000                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years. | INTEREST.  |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|--------------|------------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |              | Rate.      | When payable. |                    |                     |                                      |
| First mortgage....   | Nov. 1, 1888 | 30           | p. c.<br>5 | May & Nov.    | \$75,000           | 75,000              | \$75,000                             |

## Cost of Road.

Total cost of road up to June 30, 1891, road built by contract ..... \$145,000 00

## Income Account for Year Ending June 31, 1891.

*Income from all sources, as follows, viz.:*

From lessee ..... 500 00

*Deductions from income, as follows, viz.:*

Maintenance of organization ..... 500 00

## General Balance Sheet June 30, 1891.

## ASSETS.

Cost of road..... 145,000 00

## LIABILITIES.

Capital stock..... \$70,000 00

Funded debt..... 75,000 00

\$145,000 00

## Officers of the Company.

| Name.                   | Title.                       | Official Address. |
|-------------------------|------------------------------|-------------------|
| THOMAS P. FOWLER .....  | President.....               | New York city.    |
| RICHARD D. RICKARD..... | Secretary and Treasurer..... | New York city.    |

## Directors of the Company.

| Name.                    | Residence.        |
|--------------------------|-------------------|
| THOMAS P. FOWLER.....    | New York city.    |
| ALBERT S. BOE.....       | New York city.    |
| JOHN GREENOUGH.....      | New York city.    |
| RICHARD IRVIN.....       | New York city.    |
| FRANCIS R. CULBERT.....  | Newburgh, N. Y.   |
| WILLIAM H. PAULDING..... | New York city.    |
| SAMUEL BARTON.....       | New York city.    |
| EBEN K. SIBLEY.....      | New York city.    |
| CHARLES S. WHELEN.....   | Philadelphia, Pa. |
| JULIEN L. MYERS.....     | New York city.    |
| JAMES E. CHILDS.....     | New York city.    |
| JOHN B. KERR.....        | New York city.    |
| RICHARD D. RICKARD.....  | New York city.    |

Title of company, Wharton Valley Railway Company.

General offices at 16 and 18 Exchange place, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report, address R. D. Rickard, Secretary and Treasurer.



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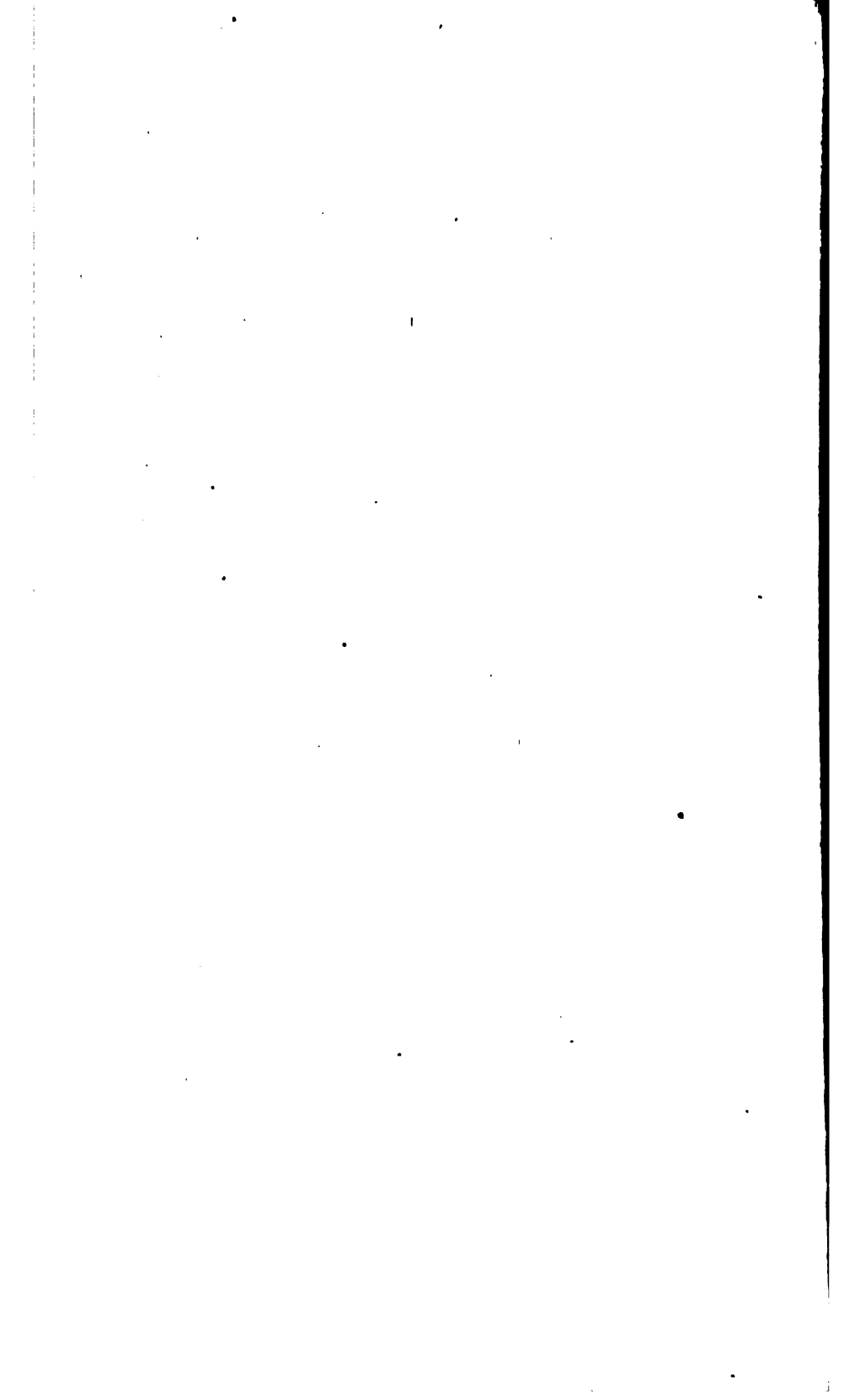
REPORTS .

OF

ELEVATED RAILROAD COMPANIES.

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## BROOKLYN ELEVATED.

(Date of charter, May 26, 1874.)

For history of organization, etc., see Reports of 1889 and 1890.  
 The Union Elevated Company, of Brooklyn, merged with this company on October 27, 1890, the entire capital stock of Union Company being surrendered and Brooklyn stock issued in exchange therefor.  
 Certificate to that effect was filed in office of Secretary of State on November 17, 1890.  
 The accounts of that company are embodied in this report.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....                                   | 182,836        | \$13,283,600     |
| Issued on account of construction .....                              | 50,000         | \$5,000,000      |
| Issued in exchange for Union Elevated Railroad Company's stock ..... | 82,836         | 8,283,600        |
| Total now outstanding .....  | 132,836        | \$13,283,600.    |
| Number of stockholders .....   | 245            |                  |

#### FUNDED DEBT.

| DESIGNATION OF LIEN.                           | Date.        | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|--|--------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|  |              |              | Rate.     | When payable. |                    |                     |                                      |
| First mortgage ...                             | Oct. 1, 1884 | 40           | P.C. 6    | April & Oct.  | \$3,500,000        | \$3,500,000         | .....                                |
| Second mortgage.                               | July 1, 1885 | 30           | 5         | Jan. & July.  | 1,250,000          | 1,250,000           | .....                                |
| First mortgage Union Elevated Railroad Comp'y  | May 2, 1887  | 50           | 6         | May & Nov.    | 7,000,000          | 5,807,000           | \$5,807,000                          |
| Second mortgage Union Elevated Railroad Comp'y | May 2, 1887  | 40           | 5         | Jan. & July.  | 2,500,000          | 2,068,000           | .....                                |
| "Income" .....                                 |              |              |           |               |                    |                     |                                      |
| Total .....                                    |              |              |           |               | \$14,250,000       | \$12,625,000        | .....                                |

### Cost of Road and Equipment.

| ROAD.  |  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|--|---|
| ing, masonry, ballast, bridges and superstructure including ties), rails ..... |  | \$48,428 27  | \$144,832 89  |
| .....  |  | 542 60   | 17,792 50   |
| .....  |  | 42,338 23  | 74,599 98   |
| .....  |  | 10,867 01  | 22,071 11   |

## Cost of Road and Equipment — (Continued).

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Engine and car-houses .....                  |  | \$3,713 23  |
| Shops, machinery and tools .....             | \$20,402 88  | 24,389 7  |
| Fuel and water stations .....                | 28,443 49  | 32,884 38   |
| Engineering expenses .....                   | 10,916 54  | 10,916 54   |
| Road built by contract .....                 | 93,244 66  | 25,760,845 38   |
| Office furniture and fixtures .....          | 139 55   | 780 29  |
| Total cost of road .....                     | \$255,323 03   | \$26,035,096 15                                       |
| <b>EQUIPMENT.</b>                            |  |   |
| Locomotives .....                            | \$1,658 85   | \$1,658 85  |
| Passenger cars .....                         | 67,179 79  | 69,338 04   |
| Total cost of equipment .....                | \$68,838 64  | \$70,997 89   |
| Grand total cost of road and equipment ..... | \$324,161 67   | \$26,165,994 04                                       |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                     |
|---|---------------------|
| Interlocking switches and tracks in yards .....   | \$48,428 27         |
| Flagging sidewalk around property .....   | 542 89              |
| Condemnation of property, purchase of right of way and settlement of suits for damages .....        | 42,335 52           |
| Stations and additions to stations .....  | 10,857 42           |
| New shop, machinery and tools .....   | 20,402 88           |
| Water and coaling stations .....  | 28,443 49           |
| Expenses of engineering department .....  | 10,916 54           |
| Completion of contract work, account Union Elevated Railroad Company, Additional office desks ..... | 93,244 66           |
| Equipment of engines with safety chains .....   | 139 55              |
| Twenty passenger cars .....   | 1,658 85            |
|   | 67,179 79           |
|   | <b>\$324,161 67</b> |

## Income Account for Year Ending June 30, 1891.

|   |                |
|---|----------------|
| Gross earnings from operation .....                 | \$1,746,504 92 |
| Less operating expenses (excluding all taxes) ..... | 969,571 45     |
| Net earnings from operation .....                   | \$776,935 31   |
| <i>Income from other sources, as follows, viz.:</i> |                |
| Rents .....   | \$1,798 41     |
| Interest .....                                      | 9,800 38       |
| Miscellaneous .....                                 | 1,102 84       |
|   | 12,701 63      |
| Gross income from all sources .....                 | \$769,336 94   |
| <i>Deductions from income, as follows, viz.:</i>    |                |
| Interest on funded debt due and accrued .....       | \$504,670 00   |
| Rentals .....                                       | 105,550 00     |
| Taxes on earnings and capital stock .....           | 12,605 70      |
| Interest on loans .....                             | 2,804 17       |
|   | 625,579 87     |
| Surplus for year ending June 30, 1891 .....         | \$143,757 07   |

## General Income Account.

|   |           |
|---|-----------|
| Surplus for year ending June 30, 1891 ..... | \$14. 07  |
| Surplus up to June 30, 1890 .....           | 14 25     |
| Total surplus June 30, 1891 .....           | \$157. 32 |

## DETAILED STATEMENT OF RENTALS.

Interest on first mortgage bonds, Union Elevated Railroad Company, for four months, to November 1, 1890 .....

\$1' 25

# BROOKLYN ELEVATED.

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## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|   |             |                       |
|---|-------------|-----------------------|
| Passengers.....                         |             | \$1,721,235 40        |
| <i>Miscellaneous, as follows, viz.:</i> |             |                       |
| Advertising and news privileges.....    | \$19,500 00 |                       |
| Telephone companies, rental.....        | 3,611 11    |                       |
| Electric-light companies, rental.....   | 2,160 48    |                       |
|   |             | <u>25,271 59</u>      |
| Total gross earnings.....               |             | <u>\$1,746,506 99</u> |

### OPERATING EXPENSES.

|   |  |                     |
|---|--|---------------------|
| <i>Maintenance of way and structures:</i>             |  |                     |
| Repairs of structure and superstructure.....          |  | \$20,481 76         |
| Repairs of stations and shops.....                    |  | 7,255 00            |
| Total .....   |  | <u>\$27,736 70</u>  |
| <i>Maintenance of equipment:</i>                      |  |                     |
| Repairs of locomotives .....                          |  | \$33,990 97         |
| Repairs of cars .....                                 |  | 31,020 31           |
| Repairs of machinery and tools .....                  |  | 968 28              |
| Other expenses for maintenance of equipment .....     |  | 7,797 74            |
| Total .....   |  | <u>\$73,777 80</u>  |
| <i>Conducting transportation:</i>                     |  |                     |
| Wages of conductors and men.....                      |  | \$97,671 94         |
| Wages of engineers, firemen, hostlers and wipers..... |  | 199,760 96          |
| Fuel for locomotives.....                             |  | 248,051 00          |
| Oil and waste .....                                   |  | 7,785 43            |
| Water supply .....                                    |  | 9,959 85            |
| Other train supplies or expenses.....                 |  | 13,860 82           |
| Wages of station agents and gatemen.....              |  | 127,123 58          |
| Wages for labor at stations .....                     |  | 28,621 70           |
| Station supplies .....                                |  | 6,638 17            |
| Wages of flagmen and switchmen.....                   |  | 25,255 37           |
| Other expenses for conducting transportation.....     |  | 63,947 95           |
| Totals .....  |  | <u>\$828,676 77</u> |
| <i>General expenses:</i>                              |  |                     |
| Salaries of general officers and clerks .....         |  | \$18,274 09         |
| General office expenses and supplies .....            |  | 670 16              |
| Stationery and printing .....                         |  | 5,361 45            |
| Outside agencies and advertising .....                |  | 1,872 85            |
| Legal expenses.....                                   |  | 13,248 08           |
| Damage to property .....                              |  | 794 81              |
| Injuries to persons .....                             |  | 6,687 51            |
| Telegraph maintenance and operation.....              |  | 1,395 96            |
| Other general expenses .....                          |  | 11,375 94           |
| Total .....   |  | <u>\$59,680 85</u>  |
| Grand total operating expenses .....                  |  | <u>\$989,871 68</u> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |             |                        |
|--|-------------|------------------------|
| Cost of road and equipment .....         |             | \$26,163,994 04        |
| <i>Current assets, as follows, viz.:</i> |             |                        |
| Cash on hand .....                       | \$23,937 04 |                        |
| Due by agents .....                      | 28 49       |                        |
| Open accounts .....                      | 24,111 50   |                        |
| Materials and supplies.....              | 73,360 75   |                        |
| Undries .....                            | 60,691 52   |                        |
|  |             | <u>182,129 30</u>      |
|  |             | <u>\$26,346,123 34</u> |

## LIABILITIES.

|   |                        |
|---|------------------------|
| Capital stock .....                           | \$13,283,600 00        |
| Funded debt .....                             | 12,626,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                        |
| Interest on funded debt due and accrued.....  | \$110,555 00           |
| Audited vouchers and pay-rolls.....           | 59,943 80              |
| Open accounts.....                            | 48,213 95              |
| Loans and bills payable .....                 | 60,000 00              |
| Sundries .....                                | 987 24                 |
| Profit and loss (surplus) .....               | 279,648 00             |
|   | 157,873 35             |
|   | <b>\$26,346,123 34</b> |

## Traffic and Mileage Statistics.

| ITEM.                              | Total.           |
|------------------------------------|------------------|
| Number of passengers carried ..... | 34,434,700       |
| Passenger train mileage .....      | 2,804,828        |
| All other train mileage .....      | 40,871           |
| Total train mileage .....          | <b>2,845,699</b> |

| ITEM.  | Earnings.      | Expenses.    | Profit.      |
|--|----------------|--------------|--------------|
| Passenger earnings and expenses (including miscellaneous earnings) ..... | \$1,746,506 99 | \$989,871 68 | \$756,635 31 |
| Average per passenger carried .....                                      | 0507           | 0287         | 0220         |
| Average per passenger train per mile .....                               | 62             | 35           | 27           |

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in N. Y. State. |
|---|----------------------------------|
| Main line authorized .....                        | 19.08                            |
| Main line laid, single track .....                | 17.93                            |
| Second track on main line .....                   | 17.93                            |
| Sidings and turnouts on main line .....           | .90                              |
| Grand total of tracks, sidings and turnouts ..... | <b>55.84</b>                     |
| Laid with steel rail, main line .....             | 17.93                            |

Weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet, 8½ inches.

## DETAILS OF ROUTE OF ROAD.

| FROM                    | TO                     | Entire length in N. Y. State. | Miles of double track. | Miles laid with steel rail. |
|-------------------------|------------------------|-------------------------------|------------------------|-----------------------------|
| Fulton ferry .....      | Schenck avenue .....   | 6.75                          | 6.75                   | 3                           |
| East river .....        | Lexington avenue ..... | 2.78                          | 2.78                   | 2                           |
| Washington street ..... | City line .....        | 4.30                          | 4.30                   | 2                           |
| York street .....       | Fulton street .....    | .68                           | .62                    | 1                           |
| Park avenue .....       | City line .....        | 4.57                          | 3.58                   | 1                           |
|                         | Authorized .....       | 19.08                         |                        | 6                           |
|                         | Completed .....        |                               | 17.93                  | 3                           |

## Description of Road and Equipment—(Continued).

| EQUIPMENT.                       | No. owned. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. |
|----------------------------------|------------|-----------------------|--------------------------------|---------------------------------|
| Locomotives, 4 drivers .....     | 76         | \$3,249 and 4,600     | 42,600 and 45,000              | 76                              |
| First-class passenger cars ..... | 230        | \$2,950               | 24,900                         | 230                             |
| Coal freight cars .....          | 8          | \$480 and 390         | 24,000                         | 8                               |
| Flat freight cars .....          | 4          | and 475               | 20,000                         | 4                               |
| Total .....                      | 12         | .....                 | .....                          | 12                              |

Cars equipped with Eames vacuum brake.

Split safety switch, Pennsylvania Steel Company's pattern, in use on line of road.

## Miscellaneous Statistics.

| ITEM.   | Entire line in N. Y. State. |
|---|-----------------------------|
| Telegraph owned and operated by company, miles.....   | 17.93                       |
| Cost of real estate now held by company, exclusive of that used in operation .....                      | \$70,722 53                 |
| Total assessed value of real estate and personal property of company....                                | 135,250 00                  |
| Passenger cars heated by perfected Baker heaters, lighted with oil and ventilated by deck roof windows. |                             |

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 8        | .....   | 8      |
| Employees.....  | 7        | 1       | 8      |
| Others.....     | 3        | 1       | 4      |
| Total .....     | 18       | 2       | 20     |

## EMPLOYEES.

|  |              |
|--|--------------|
| Average number of persons employed (including officials) during year ... | 992          |
| Aggregate amount of salaries and wages paid them during year.....        | \$641,974 91 |

## Officers of the Company,

| Name.                | Title.                   | Official Address.                |
|----------------------|--------------------------|----------------------------------|
| HENRY W. PUTNAM..... | President.....           | 31 Sands street, Brooklyn, N. Y. |
| ELBERT SNEDEKER..... | Vice-President.....      | 31 Sands street, Brooklyn, N. Y. |
| HUGO ROTHSCHILD..... | Secretary and Treasurer. | 31 Sands street, Brooklyn, N. Y. |
| FRED. MARTIN.....    | General Manager.....     | 31 Sands street, Brooklyn, N. Y. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| HENRY W. PUTNAM.....     | New York city.  |
| HENRY W. PUTNAM, Jr..... | New York city.  |
| FREDERICK UHLMANN.....   | New York city.  |
| SIMON UHLMANN .....      | New York city.  |
| EDWARD LAUTERBACH.....   | New York city.  |
| HUGO ROTHSCHILD .....    | New York city.  |
| ISAAC LEWIS.....         | New York city.  |
| ADOLF LADENBURG.....     | New York city.  |
| ELBERT SNEDEKER .....    | Brooklyn, N. Y. |
| A. J. HARDENBERGH.....   | Brooklyn, N. Y. |
| GEORGE W. WINGATE.....   | Brooklyn, N. Y. |
| ANTHONY BARRETT .....    | Brooklyn, N. Y. |

## REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, Brooklyn Elevated Railroad Company.

General offices at 31 Sands street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in January.

For information concerning this report, address Brooklyn Elevated Railroad Company,

## FULTON ELEVATED.

LESSOR.

LESSEE—KINGS COUNTY ELEVATED.

(Date of charter, July 6, 1888.)

For history of organization, etc., see Report of 1889.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                     | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
|  | No. of shares. | Total<br>par value. |  |
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 3,000          | \$300,000           | \$300,000                                  |

## FUNDED DEBT.

| DESIGNATION OF<br>LIEN. | Date.        | Term,<br>years. | INTEREST.  |                  | Amount<br>author-<br>ized. | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|--------------|-----------------|------------|------------------|----------------------------|-----------------------------|--|
|                         |              |                 | Rate.      | When<br>payable. |                            |                             |  |
| First mortgage.....     | Mar. 1, 1889 | 40              | P. C.<br>5 | 1929             | Per mile.<br>\$550,000     | \$1,621,000                 | .  |

## †Cost of Road and Equipment.

| ROAD.   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Land damages, right of way, and legal expenses..... | \$568 76   | \$19,554 43   |
| Yard fixtures and appurtenances.....                | \$4,375 42   |   |
| Engine, machinery and tools.....                    | 4,187 71   |   |
| Shops, buildings and fixtures.....                  | 1,901 03   |   |
|   | 10,434 16  | 6 38  |
| Fuel and water stations.....                        | 990 88   | 17 08   |
| Engineering expenses.....                           |  | 14 08   |
| Interest and discount charged to construction.....  | 1,388 97   | 31 33   |
| Road built by contract.....                         |  | 1,621 00  |
| Incidentals.....                                    | 1,574 54   | 12 18   |
| Total cost of road.....                             | \$14,967 31  | \$1,77 74   |

\* The sum of \$1,621,000 represents the total bond issue to contractor under tract for construction and equipment at the rate of \$555,000 per mile of double track.

† All equipment included in contract for construction.



DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| Completion of fuel and water station at shop yards.....   | \$990 88    |
| Completion of equipment of machine shops at yard and complete equip-<br>ment of carpenter shops with wood-working machinery operated by<br>steam..... | 4,157 71    |
| Completion of shops, buildings, and heating and other fixtures.....   | 1,901 03    |
| Completion of yard fixtures and appurtenances.....  | 4,375 42    |
|   | <hr/>       |
|   | \$11,425 04 |
|   | <hr/>       |

Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Rental from Kings County Elevated Railway, as lessee ..... | \$2,000 00 |
| <i>Deductions from income, as follows, viz.:</i>           |            |
| Rentals.....   | \$240 00   |
| Salaries of general officers and clerks .....              | 1,760 00   |
|  | <hr/>      |
|  | 2,000 00   |
|  | <hr/>      |

General Balance Sheet June 30, 1891.

ASSETS.

|  |                |
|--|----------------|
| Cost of road.....                                    | \$1,772,781 74 |
| <i>Current assets, as follows, viz.:</i>             |                |
| Cash on hand.....                                    | 774 39         |
| Open accounts (special account with contractor)..... | 103,188 75     |
| Ridgewood Land and Improvement Company.....          | \$48,400 00    |
| Contractor's personal account.....                   | 2,363 65       |
| Kings County Elevated Railway.....                   | 1,745 29       |
| Interest on first mortgage bonds .....               | 3,461 18       |
| Other accounts .....                                 | 1,500 00       |
|  | <hr/>          |
|  | 57,470 12      |
|  | <hr/>          |
|  | \$1,934,215 00 |
|  | <hr/>          |

LIABILITIES.

|   |                |
|---|----------------|
| Capital stock.....                            | \$300,000 00   |
| Funded debt.....                              | 1,621,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |                |
| Loans and bills payable .....                 | 13,000 00      |
| Sundries .....                                | 215 00         |
|   | <hr/>          |
|   | \$1,934,215 00 |
|   | <hr/>          |

Officers of the Company.

| Name.                   | Title.                    | Official Address.               |
|-------------------------|---------------------------|---------------------------------|
| EDWARD L. LANGFORD..... | President.....            | 346 Fulton St., Brooklyn, N. Y. |
| WALTER K. ROSSITER..... | Vice-President.....       | 342 Fulton St., Brooklyn, N. Y. |
| J. E. PALMER, Jr.....   | Secretary and Treasurer.. | 346 Fulton St., Brooklyn, N. Y. |

Directors of the Company.

| Name.                     | Residence.                                 |
|---------------------------|--|
| EDWARD L. LANGFORD .....  | 181 Schermerhorn street, Brooklyn, N. Y.   |
| JAMES H. FROTHINGHAM..... | 29½ South Portland avenue, Brooklyn, N. Y. |
| WENDELL GOODWIN.....      | New York city.                             |
| EDWARD A. ABBOT.....      | New York city.                             |
| HENRY J. ROBINSON.....    | New York city.                             |
| JAMES O. SHELDON.....     | 12 East Fortieth street, New York city.    |
| JAMES JOURDAN.....        | Staten Island, N. Y.                       |
| GEO. W. CHAUNCEY.....     | 257 Henry street, Brooklyn, N. Y.          |
| WALTER K. ROSSITER .....  | 161 South Oxford street, Brooklyn, N. Y.   |

Title of company, Fulton Elevated Railway Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Tuesday in June.

For information concerning this report, address J. E. Palmer, Jr., Secretary and Treasurer.

## KINGS COUNTY ELEVATED.

(Date of charter, January 26, 1879.)

For history of organization, etc., see Reports of 1888, 1889 and 1890.

Since date of last report the general facilities of the road have been enlarged by the construction of coaling and water stations adjacent to the storage yards in the Twenty-sixth ward and the securing of an independent water supply by the building of a wall and pumping apparatus at the same point, the whole being upon the leased Fulton road.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.                   |                  |
|--|---------------------------|------------------|
|  | No. of shares.            | Total par value. |
| Authorized by law or charter .....               | <i>Per mile.</i><br>5,000 | \$500,000        |
| Issued for actual cash and now outstanding ..... | 32,500                    | 3,250,000        |

Number of stockholders..... 99

## FUNDED DEBT.

| DESIGNATION OF LIEN.          | Date.         | Term, years. |       | INTEREST.     |  | Amount authorized.           | Amount outstanding. |
|-------------------------------|---------------|--------------|-------|---------------|--|------------------------------|---------------------|
|                               |               |              | Rate. | When payable. |  |                              |                     |
| * First mortgage bonds.....   | July 1, 1885  | 40           | p.c.  | Jan. & July   |  | <i>Per mile</i><br>\$560,000 | \$3,377,000         |
| † Second mortgage bonds.....  | Jan. 25, 1888 | 50           | 5     | April & Oct.  |  | 550,000                      | 3,377,000           |
| Second mort. coupon scrip ... | April 1, 1890 | 10           | 4     | April 1 ..... |  | 506,560                      | 422,560             |
| Total .....                   | .....         | ..           | ..    | .....         |  | .....                        | \$7,176,560         |

## Cost of Road and Equipment.

|   | \$Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Total cost of road and equipment June 30, 1890..... | .....  | \$10,004,645 07                                       |
| Foundations and structure.....                      | \$2,277 19   | .....   |
| Superstructure.....                                 | 1170 04  | .....   |
| Land damages.....                                   | 3,602 40   | .....   |
| Legal expenses.....                                 | 2,558 18   | .....   |
| Passenger stations.....                             | 2,210 96   | .....   |

\* Two hundred thousand dollars of this issue bears interest at 6 per cent.

† The company is now engaged in funding the interest for the years 1890, 1891, 1892 the entire issue of second mortgage bonds in a debenture scrip.

‡ One per cent first year, 3 per cent second year, 5 per cent third year, 6 per cent the seven years after.

§ The expenditures detailed herein relate chiefly to the deepening of foundations the line of the road, the increase in the appointments of the stations, and the adjustment of right of way. In addition to the aggregate above set forth, there has been expended a further sum of \$12,307.10 for additions and betterments made on the line the Fulton Elevated Railway Company, as appears in the balance sheet, the final portion of which as between the two companies is at present not determined.

¶ Credit.

## Cost of Road and Equipment — (Continued).

|   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Shops, machinery and tools.....             | 45 75  | .....   |
| Fuel and water stations.....                | 272 50   | .....   |
| Engineering expenses.....                   | 300 00   | .....   |
| Office furniture and fixtures.....          | 113 07   | .....   |
| Incidentals.....                            | 503 00   | .....   |
| Grand total cost of road and equipment..... | \$11,613 01  | \$10,016,258 08                                       |

## Income Account for Year Ending June 30, 1891.

|  |              |              |
|--|--------------|--------------|
| Gross earnings from operation.....                 |              | \$811,069 04 |
| Less operating expenses (excluding all taxes)..... |              | 566,242 69   |
| Net earnings from operation.....                   |              | \$244,826 35 |
| Income from other sources, as follows, viz.:       |              |              |
| Real estate.....                                   |              | 517 30       |
| Gross income from all sources.....                 |              | \$245,343 65 |
| Deductions from income, as follows, viz.:          |              |              |
| Interest on funded debt due and accrued.....       | \$177,792 76 |              |
| Rentals.....                                       | 2,000 00     |              |
| Taxes on earnings and capital stock.....           | 4,298 21     |              |
| Taxes other than above.....                        | 1,129 28     |              |
| Interest.....                                      | 8,708 61     |              |
| Real estate.....                                   | 116 21       |              |
|  |              | 194,045 07   |
| Surplus for year ending June 30, 1891.....         |              | \$51,298 58  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891.....  | \$51,298 58 |
| Surplus up to June 30, 1890.....  | 18,119 99   |
|   | \$69,418 57 |
| Deduct:   |             |
| Tax on gross passenger earnings for year ending June 30, 1890.....                | \$3,529 47  |
| Tax on capital stock November, 1889, to June, 1890, inclusive.....                | 200 00      |
| Interest on Fulton Elevated railway bonds to and including February 28, 1890..... | 34,696 12   |
|   | 38,425 59   |
| Total surplus June 30, 1891.....  | \$30,992 98 |

## DETAILED STATEMENT OF RENTALS.

|   |            |
|---|------------|
| Amount paid to Fulton Elevated Railway Company under lease..... | \$2,000 00 |
|---|------------|

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                                   |            |              |
|---|------------|--------------|
| Passengers.....                             |            | \$799,642 75 |
| Miscellaneous, as follows, viz.:            |            |              |
| Advertising.....                            | \$6,999 96 |              |
| Electric wires.....                         | 4,331 33   |              |
| Locomotive rental.....                      | 95 00      |              |
|   |            | 11,426 29    |
| Total gross earnings.....                   |            | \$811,069 04 |
| OPERATING EXPENSES.                         |            |              |
| Maintenance of way and structures:          |            |              |
| Repairs of track and structure.....         |            | \$18,897 02  |
| Repairs of stations, shops, docks, etc..... |            | 5,570 53     |
| Total.....                                  |            | \$24,467 55  |

*Maintenance of equipment:*

|   |             |
|---|-------------|
| Repairs of locomotives .....                      | \$16,937 97 |
| Repairs of cars .....                             | 17,943 65   |
| Repairs of machinery and tools .....              | 1,109 17    |
| Other expenses for maintenance of equipment ..... | 6,889 49    |

|             |                    |
|-------------|--------------------|
| Total ..... | <u>\$42,879 18</u> |
|-------------|--------------------|

*Conducting transportation:*

|  |             |
|--|-------------|
| Wages of conductors and men .....                  | \$53,237 62 |
| Wages of engineers and firemen .....               | 92,707 88   |
| Fuel for locomotives .....                         | 123,837 30  |
| Oil and waste .....                                | 2,528 84    |
| Water supply .....                                 | 6,005 33    |
| Other train supplies or expenses .....             | 20,185 06   |
| Wages of station agents and clerks .....           | 71,349 82   |
| Wages for labor at stations .....                  | 11,771 26   |
| Station supplies .....                             | 10,992 79   |
| Wages of watchmen, flagmen and switchmen .....     | 12,462 77   |
| Other expenses for conducting transportation ..... | 4,572 29    |

|             |                     |
|-------------|---------------------|
| Total ..... | <u>\$409,700 98</u> |
|-------------|---------------------|

*General expenses:*

|   |             |
|---|-------------|
| Salaries of general officers and clerks ..... | \$37,616 88 |
| General office expenses and supplies .....    | 9,410 83    |
| Stationery and printing .....                 | 4,965 83    |
| Outside agencies and advertising .....        | 14 04       |
| Legal expenses .....                          | 13,969 56   |
| Damage to property .....                      | 230 48      |
| Injuries to persons .....                     | 3,186 55    |
| Telegraph maintenance and operation .....     | 12,213 50   |
| Other general expenses .....                  | 7,591 01    |

|             |                    |
|-------------|--------------------|
| Total ..... | <u>\$89,188 96</u> |
|-------------|--------------------|

|                                      |                     |
|--------------------------------------|---------------------|
| Grand total operating expenses ..... | <u>\$566,242 69</u> |
|--------------------------------------|---------------------|

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                  |                 |
|----------------------------------|-----------------|
| Cost of road and equipment ..... | \$10,016,268 08 |
|----------------------------------|-----------------|

*Current assets, as follows, viz.:*

|  |             |
|--|-------------|
| Cash on hand .....                               | \$94,637 08 |
| Due by agents .....                              | 96 40       |
| Open accounts .....                              | 129,645 27  |
| Materials and supplies .....                     | 27,745 18   |
| Sundries .....                                   | 16,464 57   |
| Second mortgage bond subscription .....          | 65,200 00   |
| Deferred interest on second mortgage bonds ..... | 422,550 00  |
| Fulton Elevated Railway construction .....       | 12,307 10   |

|            |
|------------|
| 768,045 80 |
|------------|

|                        |
|------------------------|
| <u>\$10,784,303 68</u> |
|------------------------|

## LIABILITIES.

|                     |                |
|---------------------|----------------|
| Capital stock ..... | \$3,250,000 00 |
| Funded debt .....   | 7,176,550 00   |

*Current liabilities, as follows, viz.:*

|   |             |
|---|-------------|
| Interest on funded debt due and accrued ..... | \$90,188 13 |
| Audited vouchers and pay-rolls .....          | 35,921 35   |
| Open accounts .....                           | 30,570 22   |
| Loans and bills payable .....                 | 153,000 00  |
| Sundries .....                                | 5,131 00    |
| Mortgage on real estate .....                 | 12,000 00   |

|            |
|------------|
| 326,710 70 |
|------------|

|                                 |           |
|---------------------------------|-----------|
| Profit and loss (surplus) ..... | 30,000 00 |
|---------------------------------|-----------|

|                        |
|------------------------|
| <u>\$10,784,303 68</u> |
|------------------------|

## Traffic and Mileage Statistics.

| ITEM.                              | 1    |
|------------------------------------|------|
| Number of passengers carried ..... | 15,9 |
| Passenger train mileage .....      | 1 "  |

# KINGS COUNTY ELEVATED.

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## Traffic and Mileage Statistics—(Continued).

| ITEM.  | Earnings.    | Expenses.    | Profit.      |
|--|--------------|--------------|--------------|
| Passenger earnings and expenses(excluding miscellaneous earnings)..... | \$799,642 75 | \$566,242 69 | \$233,400 06 |
| Average per passenger carried .....                                    | 05           | 0354         | 0148         |

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in New York State. | Miles leased, all in New York State. | Total miles, all in New York State. |
|--|-------------------------------------|--------------------------------------|-------------------------------------|
| Main line authorized from Fulton Ferry to former city line on Fulton street..... | 6.140                               | 2.8818                               | 9.0218                              |
| Main line laid, single track.....  | 5.444                               | 1.448                                | 6.892                               |
| Second track on main line.....   | 5.444                               | 1.450                                | 6.894                               |
| Third track on main line.....  | .870                                | .369                                 | 1.239                               |
| Sidings and turnouts on main line.....   | .522                                | 2.679                                | 3.201                               |
| Grand total of tracks, sidings and turnouts .....                                | 12.280                              | 5.936                                | 18.216                              |
| Laid with steel rail, main line.....   | 12.280                              | 5.936                                | 18.216                              |

Weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; gauge of track, 4 feet 8½ inches.

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR ROAD.      | From                           | To              | All in New York State | Owned or leased. | Miles of double track. | Miles laid with steel rail |
|------------------------------|--------------------------------|-----------------|-----------------------|------------------|------------------------|----------------------------|
| Fulton Elevated Railway..... | Fulton and Sackman street..... | City line ..... | 2.8818                | Leased.          | 1.449                  | 1.449                      |

| EQUIPMENT.                       | No. owned. | No. leased. | Total number. | Maximum weight of each in lbs. | No. equipped with patent brake. |
|----------------------------------|------------|-------------|---------------|--------------------------------|---------------------------------|
| Locomotives, 4 drivers.....      | 30         | 12          | 42            | { 50,000 and 54,000 }          | 42                              |
| First-class passenger cars ..... | 80         | 50          | 130           | .....                          | 130                             |
| Freight cars.....                | 6          | .....       | .....         | 16,000                         | .....                           |
| Motor cars.....                  | 2          | .....       | .....         | 2,000                          | .....                           |
| Total .....                      | 8          | .....       | .....         | .....                          | .....                           |

Eames' vacuum brake and link and pin coupler used on passenger cars. Lorenz needle switch, with interlocking apparatus, used wholly on this road. The Fulton Elevated Railway is entirely equipped with the Black automatic block signal system; the Kings County partially so.

## Miscellaneous Statistics.

| ITEM.  | Entire line in<br>N. Y. State. |
|--|--------------------------------|
| Telegraph owned and operated by company, miles .....                 | 6,892                          |
| Road constructed and opened for business during the year, miles.. .. | .043                           |

Passenger cars are heated by Martin's anti-fire car-heating system, lighted by kerosene lamps and ventilated by Pullman's tilting and Gilbert deck ventilators.

## NUMBER OF ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 2        | 2       | 4      |
| Employees.....  | 2        | 1       | 3      |
| Total .....     | 4        | 3       | 7      |

## EMPLOYEES.

|   |              |
|---|--------------|
| Average number of persons employed (including officials) during year... | 526          |
| Aggregate amount of salaries and wages paid them during year.....       | \$373,187 73 |

## Officers of the Company.

| Name.                      | Title.                  | Official Address.               |
|----------------------------|-------------------------|---------------------------------|
| JAMES JOURDAN .....        | President .....         | 346 Fulton st., Brooklyn, N. Y. |
| WENDELL GOODWIN .....      | Vice-President .....    | 346 Fulton st., Brooklyn, N. Y. |
| JAMES H. FROTHINGHAM ..... | Treasurer .....         | 346 Fulton st., Brooklyn, N. Y. |
| HENRY J. ROBINSON .....    | Secretary .....         | 346 Fulton st., Brooklyn, N. Y. |
| WILLIAM T. GOUNDIE ...     | General Man. and Supt.. | 346 Fulton st., Brooklyn, N. Y. |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| JAMES JOURDAN .....      | Brooklyn, N. Y. |
| WENDELL GOODWIN .....    | New York city.  |
| HENRY J. ROBINSON .....  | New York city.  |
| EDWARD A. ABBOT .....    | New York city.  |
| B. NEWTON SMITH .....    | New York city.  |
| AUGUST BELMONT, Jr. .... | New York city.  |
| JAMES R. CUMING .....    | New York city.  |
| GEORGE SHEA .....        | New York city.  |
| F. C. MATTHIESSEN .....  | New York city.  |

Title of company, Kings County Elevated Railway Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address James H. Frothingham, Treasurer.

## MANHATTAN.

## LESSEE.

(Date of charter, December 29, 1875.)

During the year ending June 30, 1891, this company leased and began operating the line of the Suburban Rapid Transit Company; \$4,000,000 of Manhattan Railway Company consolidated capital stock being issued for a like amount of the capital stock of the Suburban Rapid Transit Company.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....   | 300,000        | \$30,000,000     |
| Issued in exchange for New York, Metropolitan and "Old" Manhattan stock..... | 258,919.80     | \$25,891,980     |
| Issued for Suburban Rapid Transit stock .....                                | 40,000         | 4,000,000        |
| Total now outstanding.....   | 298,919.80     | \$29,891,980     |

Number of stockholders..... 1,002

## FUNDED DEBT.

| DESIGNATION OF LIEN.                    | Date.         | Term, years. | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|---|---------------|--------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|   |               |              | Rate.     | When payable. |                    |                     |                                      |
| Manhattan Ry. Co. consol. mort. bds..   | April 1, 1890 | 100          | p.c. 4    | Apr. & Oct.   | *\$10,000,000      | \$9,300,000         | \$8,370,000                          |
| N. Y. Elevated R. R. first mortgage bds | Jan. 1, 1876  | 30           | 7         | Jan. & July   | 12,000,000         | 8,500,000           | 3,601,830                            |
| N. Y. Elevated R. R. debenture bonds..  | Mar. 1, 1886  | 30           | 5         | Mar. & Sep.   | 1,000,000          | 1,000,000           | 1,000,000                            |
| Total.....                              |               |              |           |               |                    | \$18,800,000        | \$12,971,830                         |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Superstructure (including ties) and rails ..... | \$27,568 11  | \$17,092,995 79                                       |
| Land and land damages.....                      | 1,058,642 48   |   |
| Passenger stations, engine and car-houses ..... | 2,384 06   |   |
| Legal expenses.....                             | 128,149 65   |   |
| Total cost of road.....                         | \$1,216,745 30   | \$17,092,995 79                                       |

\* Part of this \$40,000,000 is for the purpose of taking up the several series of prior bonds of the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Locomotives.....                            | .....  | \$653,916 15  |
| Passenger and other cars.....               | .....  | 1,559,696 45  |
| Total cost of equipment.....                | .....  | \$2,213,602 50  |
| Grand total cost of road and equipment..... | \$1,216,745 30   | \$19,306,536 38                                       |

## Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Gross earnings from operation.....                 | \$9,846,709 95 |
| Less operating expenses (excluding all taxes)..... | 4,975,141 07   |
| Net earnings from operation.....                   | \$4,871,568 88 |

## Income from other sources, as follows, viz:

|                                      |                |
|--------------------------------------|----------------|
| News and advertising privileges..... | \$98,000 00    |
| Telegraph privileges.....            | 15,000 00      |
|                                      | 113,000 00     |
| Gross income from all sources.....   | \$4,984,568 88 |

## Deductions from income, as follows, viz:

|  |                |
|--|----------------|
| Interest on funded debt of New York, Metropolitan and Manhattan Companies due and accrued..... | \$1,397,494 02 |
| Rentals.....   | 10,000 00      |
| Taxes on property used in operation of road.....   | 34,875 00      |
| Taxes on earnings and capital stock.....   | 87,669 24      |
| Taxes other than above.....  | 387,944 26     |
|  | 2,387,982 52   |
| Net income from all sources.....   | \$2,596,586 36 |

## Payments from net income, as follows, viz:

|   |                |
|---|----------------|
| Dividends declared, 4% per cent on \$26,000,000 for nine months ending April 1, 1891..... | \$1,170,000 00 |
| Dividends declared, 1% per cent on \$30,000,000 for quarter ending June 30, 1891.....     | 450,000 00     |
|   | 1,620,000 00   |
| Surplus for year ending June 30, 1891.....  | \$976,586 36   |

## General Income Account.

|  |                |
|--|----------------|
| Surplus for year ending June 30, 1891.....   | \$976,586 36   |
| Surplus up to June 30, 1890.....   | 1,963,312 20   |
|  | \$2,960,898 56 |
| Deduct expenditures necessary to complete the sale of Manhattan Railway Company's four per cent consolidated bonds, paid out of surplus profits..... | 264,052 22     |
| Total surplus June 30, 1891.....   | \$2,675,846 34 |

## DETAILED STATEMENT OF RENTALS.

|  |           |
|--|-----------|
| Interest on New York Elevated Railroad first mortgage bonds.....     | \$595.    |
| Interest on New York Elevated Railroad debenture bonds.....          | 50.0      |
| Interest on Metropolitan Elevated Railway first mortgage bonds.....  | 649.0     |
| Interest on Metropolitan Elevated Railway second mortgage bonds..... | 240.0     |
| Interest on Manhattan Railway consolidated four per cent bonds.....  | 263.4     |
|  | \$1,897.4 |
| Rental to Metropolitan Elevated Railway Company.....                 | 10.6      |
| Total amount of rentals deducted from income.....                    | \$1,907.4 |



# MANHATTAN.

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## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|   |                       |
|---|-----------------------|
| Passengers.....   | \$9,835,709 95        |
| Mail.....   | 6,000 00              |
| From New York and Northern Railroad Company for terminal facilities.. | 6,000 00              |
| <b>Total gross earnings.....</b>                                      | <b>\$9,846,709 95</b> |

### OPERATING EXPENSES.

#### Maintenance of way and structures:

|   |                     |
|---|---------------------|
| Repairs of track.....                                     | \$350,821 31        |
| Steel rails laid, 1,075 tons; cost, \$24,419.24.          |                     |
| Repairs of structure.....                                 | 69,138 57           |
| Repairs of stations, shops, etc.....                      | 136,301 76          |
| Other expenses for maintenance of way and structures..... | 1,770 80            |
| <b>Total.....</b>   | <b>\$558,032 44</b> |

#### Maintenance of equipment:

|  |                     |
|--|---------------------|
| Repairs of locomotives.....                      | \$256,492 67        |
| Repairs of cars.....                             | 247,124 41          |
| Repairs of machinery and tools.....              | 17,822 03           |
| Other expenses for maintenance of equipment..... | 103,689 59          |
| <b>Total.....</b>                                | <b>\$625,028 70</b> |

#### Conducting transportation:

|  |                       |
|--|-----------------------|
| Wages of conductors and guards.....                    | \$656,824 89          |
| Wages of engineers and firemen.....                    | 708,395 92            |
| Fuel for locomotives.....                              | 788,136 14            |
| Oil and waste.....                                     | 73,777 50             |
| Water supply.....                                      | 65,780 44             |
| Other train supplies or expenses.....                  | 49,272 79             |
| Wages of station agents and gatemen.....               | 442,703 62            |
| Wages of porters at stations.....                      | 51,701 64             |
| Station supplies.....                                  | 84,737 63             |
| Wages of couplers, yardmen, flagmen and switchmen..... | 140,333 89            |
| Other expenses for conducting transportation.....      | 244,668 87            |
| <b>Total.....</b>                                      | <b>\$3,306,342 63</b> |

#### General expenses:

|  |                     |
|--|---------------------|
| Salaries of general officers and clerks..... | \$183,904 47        |
| General office expenses and supplies.....    | 35,423 63           |
| Stationery and printing.....                 | 53,654 45           |
| Advertising.....                             | 3,131 37            |
| Legal expenses.....                          | 92,189 87           |
| Damage to property.....                      | 1,488 44            |
| Injuries to persons.....                     | 63,774 21           |
| Telegraph maintenance and operation.....     | 26,786 40           |
| Other general expenses.....                  | 25,484 46           |
| <b>Total.....</b>                            | <b>\$485,787 30</b> |

|  |                       |
|--|-----------------------|
| <b>Grand total operating expenses.....</b> | <b>\$4,975,141 07</b> |
|--|-----------------------|

## General Balance Sheet June 30, 1891.

### ASSETS.

|   |                 |
|---|-----------------|
| Cost of New York Elevated Railroad.....           | \$17,092,995 79 |
| Cost of New York Elevated Railroad equipment..... | 2,213,602 59    |

#### Other permanent investments, as follows, viz.:

|  |               |
|--|---------------|
| Stock of other companies.....            | 10,401,800 00 |
| Real estate.....                         | 1,681,877 42  |
| By Gould and John H. Hall, sureties..... | 800,000 00    |
| Assets of road and equipment.....        | 14,014,000 00 |

#### Current assets, as follows, viz.:

|                             |                        |
|-----------------------------|------------------------|
| Cash on hand.....           | \$116,726 08           |
| Accounts receivable.....    | 2,832,812 59           |
| Due by agents.....          | 89 90                  |
| Open accounts.....          | 4,032,865 47           |
| Materials and supplies..... | 248,283 23             |
| Prepays.....                | 1,206,459 71           |
| <b>Total.....</b>           | <b>8,435,236 96</b>    |
| <b>Total.....</b>           | <b>\$54,139,512 78</b> |

## LIABILITIES.

|   |              |                        |
|---|--------------|------------------------|
| Capital stock.....                            |              | \$29,891,999 00        |
| Funded debt.....                              |              | 18,800,000 00          |
| Stock agreement of August 1, 1884.....        |              | 9,870 00               |
| <i>Current liabilities, as follows, viz.:</i> |              |                        |
| Interest on funded debt due and accrued.....  | \$148,850 48 |                        |
| Dividends unpaid.....                         | 40,871 00    |                        |
| Audited vouchers and pay-rolls.....           | 572,883 46   |                        |
| Open accounts.....                            | 43,602 39    |                        |
| Sundries.....                                 | 50,824 71    |                        |
|   |              | 856,832 04             |
| Convertible bond certificates.....            |              | 1,905,035 10           |
| Profit and loss (surplus).....                |              | 2,675,845 64           |
|   |              | <b>\$54,139,512 73</b> |

## Traffic and Mileage Statistics.

| ITEM.                             | Total       |
|-----------------------------------|-------------|
| Number of passengers carried..... | 196,714,199 |
| Passenger train mileage.....      | 8,274,370   |

| ITEM.  | Earnings.      | Expenses.      | Profit.        |
|--|----------------|----------------|----------------|
| Passenger earnings and expenses (including mail and miscellaneous earnings)..... | \$9,846,709 95 | \$4,975,141 07 | \$4,871,568 88 |
| Average per passenger carried.....   | 05             | 0253           | 0247           |
| Average per passenger train per mile.....  | 1 22           | 62             | 00             |

ITEM.—The fare is five cents for all distances at all hours.

## Description of Road and Equipment.

| TRACK.  | Miles owned, all in New York State. | Miles leased, all in New York State. | Total miles, all in New York State. |
|---|-------------------------------------|--------------------------------------|-------------------------------------|
| Main line from South Ferry to Harlem river, single track..... | 13.61                               | 17.94                                | 31.55                               |
| Total of branches or other roads, single track.....           | .71                                 | .14                                  | .85                                 |
| Total single track.....                                       | 14.32                               | 18.08                                | 32.40                               |
| Second track on main line.....                                | 13.61                               | 17.94                                | 31.55                               |
| Second track branches, or other roads.....                    | .71                                 | .14                                  | .85                                 |
| Total second track.....                                       | 14.32                               | 18.08                                | 32.40                               |
| Third track on main line.....                                 | 4.66                                | 4.69                                 | 9.34                                |
| Sidings and turnouts on main line.....                        | 6.06                                | 9.49                                 | 15.55                               |
| Sidings and turnouts on branches or other roads.....          | .41                                 | .01                                  | .42                                 |
| Total sidings and turnouts.....                               | 6.46                                | 9.50                                 | 15.96                               |
| Grand total of tracks, sidings and turnouts.....              | 39.75                               | 50.35                                | 90.10                               |
| Laid with steel rail, main line.....                          | 37.92                               | 50.06                                | 87.98                               |
| Laid with steel rail, branches or other roads.....            | 1.83                                | .29                                  | 2.12                                |

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rail—yard—steel, maximum, 90 lbs., minimum, 50 lbs.; gauge of track, 4 feet, 8½ inch

## DETAILS OF BRANCHES OR OTHER ROADS.

| NAME OF BRANCH OR OTHER ROAD. | From   | To   | Entire length in New York city. | Owned or leased. | Miles of double track. | Miles laid with steel rail. |
|-------------------------------|--|--|---------------------------------|------------------|------------------------|-----------------------------|
| New York Elevated R. R.       | South Ferry.....   | 83d street to 9th ave. (one-half only from 53d st.)..                        | 5.53                            | Owned..          | 6.62                   | 6.62                        |
|                               | South Ferry.....   | Harlem river and 3d ave..  | 8.08                            | Owned..          | 12.34                  | 12.34                       |
|                               | City Hall .....  | Chatham square (one-half only from intersection of Chambers street)....      | .22                             | Owned..          | .25                    | .25                         |
|                               | 34th street and 3d avenue.....   | 34th street and East river.  | .31                             | Owned..          | .42½                   | .42½                        |
|                               | 42d street and 3d avenue.....  | Grand Central Depot ....   | .18                             | Owned..          | .24                    | .24                         |
|                               |  |  | 14.32                           |                  | 19.87½                 | 19.87½                      |
| Metropolitan Elevated Ry.     | Morris and New Church .....  | 56th street and 6th ave....  | 4.83                            | Leased..         | 5.74½                  | 5.74½                       |
|                               | Chatham square. 83d street and 6th avenue.....                           | 129th street and 2d ave....  | 7.44                            | Leased..         | 9.58                   | 9.58                        |
|                               |  | 159th street and 8th ave. (one-half only from 53d street to 83d street)..... | 5.26                            | Leased..         | 9.26                   | 9.26                        |
|                               | Intersection of Chatham and Chambers Sts. Pearl and Beaver streets ..... | Chatham sq. (one-half)..   | .14                             | Leased..         | .14½                   | .14½                        |
|                               |  | Chatham sq. (one-half)..   | .41                             | Leased..         | .44½                   | .44½                        |
|                               |  |  | 18.08                           |                  | 25.17½                 | 25.17½                      |

| EQUIPMENT.                      | No. owned. | No. leased. | Total number. | Average cost of each. | Maximum weight of each in lbs. | Average life of each in years. | No. equipped with patent brake. |
|---------------------------------|------------|-------------|---------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|
| Locomotives, 4 drivers.....     | 158        | 163         | 321           | \$4,230               | 45,680                         | 15                             | 321                             |
| First-class passenger cars..... | 452        | 569         | 1,021         | 2,703                 | 26,150                         | .....                          | 1,021                           |
| Service cars .....              | 14         | 13          | 27            | 834                   | 28,040                         | .....                          | 27                              |

Eames' vacuum brake and standard draw bar and link and pin coupler are used on all cars.

There are twenty towers at junctions and terminals equipped with Lorenz safety switch and in almost constant use.

## Miscellaneous Statistics.

## ITEM.

Entire line in N. Y. State.

|   |               |
|---|---------------|
| Telegraph owned and operated by company, miles.....                               | 33            |
| Cost of real estate now held by company, exclusive of that used in operation..... | \$274,869 00  |
| Total assessed value of real estate and personal property of company ...          | 14,487,710 00 |
| Length of steel rails laid during year in repairs, miles .....                    | 15.602        |

Passenger cars are heated by steam, principally Gold's patent, lighted with oil and ventilated by tipping sash in deck roof and Creamer ventilators.

This company receives \$5,000 per annum for transportation of mails over all lines operated by it.

## NUMBER OF ACCIDENTS.

|                 | Injured | Killed. | Total. |
|-----------------|---------|---------|--------|
| Passengers..... | 1       | 4       | 5      |
| Employees ..... | 18      | 6       | 24     |
| Total.....      | 19      | 10      | 29     |

## EMPLOYEES.

Average number of persons employed (including officials) during year... 4.71  
 Aggregate amount of salaries and wages paid them during year..... \$3,198,514 61

## Officers of the Company.

| Name.                     | Title.                       | Official Address.           |
|---------------------------|------------------------------|-----------------------------|
| JAY GOULD.....            | President.....               | 71 Broadway, New York city. |
| ROBT. M. GALLAWAY.....    | Vice-President.....          | 71 Broadway, New York city. |
| FRANK K. HAIN.....        | General Manager.....         | 71 Broadway, New York city. |
| DANIEL W. MCWILLIAMS..... | Secretary and Treasurer..... | 71 Broadway, New York city. |
| E. F. J. GAYNOR.....      | Auditor.....                 | 71 Broadway, New York city. |
| CHAS. P. MCFADDIN.....    | General Ticket Agent.....    | 71 Broadway, New York city. |
| JOHN WATERHOUSE.....      | Chief Engineer.....          | 71 Broadway, New York city. |

## Directors of the Company.

| Name.                   | Residence.      |
|-------------------------|-----------------|
| CHESTER W. CHAPIN.....  | New York city.  |
| SIDNEY DILLON.....      | New York city.  |
| CYRUS W. FIELD.....     | New York city.  |
| JAY GOULD.....          | New York city.  |
| GEO. J. GOULD.....      | New York city.  |
| EDWIN GOULD.....        | New York city.  |
| ROBERT M. GALLAWAY..... | New York city.  |
| J. PIERPONT MORGAN..... | New York city.  |
| RUSSELL SAGE.....       | New York city.  |
| SAMUEL SLOAN.....       | New York city.  |
| SIMON WORMSER.....      | New York city.  |
| S. V. WHITE.....        | Brooklyn, N. Y. |

Title of company, Manhattan Railway Company.

General offices at No. 71 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address Manhattan Railway Company.

## METROPOLITAN ELEVATED.

LESSOR.

LESSEE—MANHATTAN.

(Date of charter, June 17, 1872.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |            |
|---|----------------|------------|
|   | No. of shares. | per share. |
| *Authorized by law or charter and issued to the New York Loan and Improvement Company for road built, per contract..... | 65,000         | 50.00      |

\* Only \$98,200 of this stock remains outstanding, the large majority has been exchanged for Manhattan Railway Company consolidated capital stock.

# METROPOLITAN ELEVATED.

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## FUNDED DEBT.

| DESIGNATION OF LIEN.  | Date.         | Term, years. | INTEREST.        |                 | Amount authorized. | Amount outstanding. |
|-----------------------|---------------|--------------|------------------|-----------------|--------------------|---------------------|
|                       |               |              | Rate.            | When payable.   |                    |                     |
| First mortgage .....  | July 10, 1878 | 30           | <i>p.c.</i><br>6 | Jan. and July.. | \$10,818,000       | \$10,818,000        |
| Second mortgage ..... | Nov. 1, 1879  | 20           | 6                | March and Nov.  | 4,000,000          | 4,000,000           |
| Total .....           |               |              |                  |                 | \$14,818,000       | \$14,818,000        |

NOTE.—\$3,500,000 first mortgage bonds were issued to the New York Loan and Improvement Company for road built, per contract; \$2,318,000 first mortgage and \$4,000,000 second mortgage were issued to the Manhattan Railway Company to complete the construction and equipment.

### Cost of Road and Equipment.

Grand total cost of road and equipment ..... \$21,318,000 00

### Income Account for Year Ending June 30, 1891.

Rental from Manhattan Railway Company..... \$10,000 00  
Interest account..... 141 15  
Gross income from all sources and surplus for year ending June 30, 1891, \$10,141 15

### General Income Account.

Surplus for year ending June 30, 1891..... \$10,141 15  
Surplus up to June 30, 1890..... 60,279 28  
Total surplus June 30, 1891..... \$70,420 41

### General Balance Sheet June 30, 1891.

#### ASSETS.

Cost of road and equipment..... \$21,318,000 00  
Legal deposit for appeal..... 32,435 24  
Current assets, as follows, viz.:  
Cash on hand..... \$15,476 74  
Sundries..... 33,664 83  
49,141 07  
\$21,399,576 31

#### LIABILITIES.

Capital stock..... \$6,500,000 00  
Funded debt..... 14,818,000 00  
Current liabilities, as follows, viz.:  
Interest on funded debt due and accrued..... \$60 00  
Dividends unpaid..... 11,095 90  
11,155 90  
Profit and loss (surplus)..... 70,420 41  
\$21,399,576 31

### Officers of the Company.

| Name.                     | Title.                   | Official Address.           |
|---------------------------|--------------------------|-----------------------------|
| JAY GOULD.....            | President.....           | 71 Broadway, New York city. |
| ROBT. M. GALLAWAY.....    | Vice-President.....      | 71 Broadway, New York city. |
| BANK K. HAIN.....         | General Manager.....     | 71 Broadway, New York city. |
| DANIEL W. MCWILLIAMS..... | Secret'y and Treasurer.. | 71 Broadway, New York city. |
| F. J. GAYNOR.....         | Auditor.....             | 71 Broadway, New York city. |

### Directors of the Company.

| Name.                 | Residence.     |
|-----------------------|----------------|
| LESTER W. CHAPIN..... | New York city. |
| DNEY DYLLON.....      | New York city. |
| BUS W. FIELD.....     | New York city. |
| T GOULD.....          | New York city. |
| C. J. GOULD.....      | New York city. |
| W. GOULD.....         | New York city. |

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| ROBT. M. GALLAWAY.....  | New York city.    |
| J. PIERPONT MORGAN..... | New York city.    |
| RUSSELL SAGE.....       | New York city.    |
| SAMUEL SLOAN.....       | New York city.    |
| SIMON WORSMER.....      | New York city.    |
| S. V. WHITE.....        | Brooklyn, N. Y.   |

Title of company, Metropolitan Elevated Railway Company.

General offices at No. 71 Broadway, New York city.

Date of close of fiscal year, June 30.

For information concerning this report, address Metropolitan Elevated Railway Company.

### SEA VIEW.

(Date of charter, June 4, 1886.)

#### Capital Stock and Funded Debt.

##### CAPITAL STOCK.

|   | COMMON.        |                 |
|---|----------------|-----------------|
|   | No. of shares. | Total par value |
| Authorized by law or charter.....           | 5,000          | \$250,000 00    |
| Issued on account of purchase of road ..... | 3,803          | \$190,153 00    |
| Issued for scrip .....                      | 12.05          | 602 54          |
| Total now outstanding.....                  | 3,815.05       | \$190,755 54    |

Number of stockholders.....

##### FUNDED DEBT.

| DESIGNATION OF LIEN. | Date.        | Term, years | INTEREST. |               | Amount authorized. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|-------------|-----------|---------------|--------------------|---------------------|--------------------------------------|
|                      |              |             | Rate.     | When payable. |                    |                     |                                      |
| First mortgage....   | Jan. 1, 1887 | 20          | 6 p.c.    | Jan. and July | \$150,000          | \$27,500            | \$27,500                             |

#### Cost of Road and Equipment.

Total cost up to June 30, 1891.

|  |              |
|--|--------------|
| Purchase of constructed road (with stock).....         | \$180,753 54 |
| Cash cost of road and equipment to June 30, 1891 ..... | 24,377 91    |
| Total cost of road and equipment .....                 | \$205,131 45 |

#### Income Account for Year Ending June 30, 1891.

|   |         |
|---|---------|
| Gross earnings from operation .....                 | 3 25    |
| Less operating expenses (excluding all taxes) ..... | 10 6 00 |
| Net earnings from operation.....                    | 7 17    |
| <i>Income from other sources, as follows, viz.:</i> |         |
| Interest .....                                      | 9 53    |
| Gross income from all sources.....                  | \$ 80   |

*Deductions from income, as follows, viz.:*

|  |                   |
|--|-------------------|
| Interest on funded debt due and accrued.....     | \$1,650 00        |
| Taxes on property used in operation of road..... | 730 28            |
| Taxes on earnings and capital stock.....         | 185 92            |
| Taxes other than above.....                      | 148 50            |
|  | <u>\$2,714 70</u> |

|  |                 |
|--|-----------------|
| Surplus for year ending June 30, 1891..... | <u>\$672 10</u> |
|--|-----------------|

**General Income Account.**

|  |                   |
|--|-------------------|
| Surplus for year ending June 30, 1891..... | \$672 10          |
| Surplus up to June 30, 1890 .....          | 4,886 04          |
| Total surplus June 30, 1891.....           | <u>\$5,558 14</u> |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                  |                    |
|------------------|--------------------|
| Passengers ..... | <u>\$13,733 23</u> |
|------------------|--------------------|

**OPERATING EXPENSES.***Maintenance of way and structures:*

|   |                   |
|---|-------------------|
| Repairs of track and structure .....        | \$1,990 92        |
| Repairs of stations, shops, docks, etc..... | 80 00             |
| Total .....                                 | <u>\$2,040 92</u> |

*Maintenance of equipment:*

|                             |                 |
|-----------------------------|-----------------|
| Repairs of locomotives..... | \$735 80        |
| Repairs of cars .....       | 198 85          |
| Total .....                 | <u>\$934 65</u> |

*Conducting transportation:*

|  |                   |
|--|-------------------|
| Wages of conductors and men.....                   | \$924 50          |
| Wages of engineers and firemen .....               | 1,476 56          |
| Fuel for locomotives .....                         | 690 00            |
| Oil and waste.....                                 | 188 48            |
| Water supply .....                                 | 172 27            |
| Wages of station agents and clerks.....            | 927 16            |
| Station supplies .....                             | 115 84            |
| Wages of watchmen, flagmen and switchmen.....      | 306 50            |
| Other expenses for conducting transportation ..... | 256 50            |
| Total .....  | <u>\$5,066 79</u> |

*General expenses:*

|   |                   |
|---|-------------------|
| Salaries of general officers and clerks.... | \$300 00          |
| General office expenses and supplies.....   | 48 45             |
| Stationery and printing.....                | 29 25             |
| Other general expenses.....                 | 1,466 00          |
| Total.....                                  | <u>\$2,843 70</u> |

|                                     |                    |
|-------------------------------------|--------------------|
| Grand total operating expenses..... | <u>\$10,376 06</u> |
|-------------------------------------|--------------------|

**General Balance Sheet June 30, 1891.****ASSETS.**

|                                 |              |
|---------------------------------|--------------|
| Cost of road and equipment..... | \$215,330 45 |
|---------------------------------|--------------|

*Current assets, as follows, viz.:*

|                    |                     |
|--------------------|---------------------|
| Cash on hand ..... | 9,304 80            |
|                    | <u>\$224,635 25</u> |

**LIABILITIES.**

|                    |              |
|--------------------|--------------|
| Capital stock..... | \$190,762 54 |
| Funded debt .....  | 27,500 00    |

*Current liabilities, as follows, viz.:*

|                                 |                     |
|---------------------------------|---------------------|
| Accounts.....                   | 874 57              |
| Profit and loss (surplus) ..... | 5,508 14            |
|                                 | <u>\$224,635 25</u> |

## Traffic and Mileage Statistics.

| ITEM.                                      | Total.  |
|--|---------|
| Number of passengers carried.....          | 284,511 |
| Number of passengers carried one mile..... | 284,511 |

| ITEM.  | Earnings.   | Expenses.   | Profit.    |
|--|-------------|-------------|------------|
| Passenger earnings and expenses(including miscellaneous earnings)..... | \$18,733 28 | \$10,376 06 | \$8,357 17 |
| Average per passenger carried.....                                     | 487         | 362         | 125        |
| Average per passenger per mile.....                                    | 487         | 362         | 125        |
| Average per passenger train per mile.....                              | 73          | 50          | 23         |

## Description of Road and Equipment.

| TRACK.   | Miles owned all in N. Y. State. |
|--|---------------------------------|
| Main line from Brighton Beach to West Brighton, Coney Island, single track.....  | 1                               |
| Second track on main line.....   | 1                               |
| Sidings and turnouts on main line.....   | 3                               |
| Grand total of tracks, sidings and turnouts.....   | 2.3                             |
| Laid with iron rail, main line.....  | 2                               |
| Average life of rails—iron, 5 years; average life of ties, 5 years; weight of rails per yard—iron, 50 lbs.; gauge of track 4 feet 8½ inches. |                                 |

| EQUIPMENT.                      | No. owned. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---------------------------------|------------|--------------------------------|---------------------------------|-----------------------------------|
| Locomotives, 4 drivers.....     | 7          | 15,000                         | 7                               | 7                                 |
| First-class passenger cars..... | 7          | .....                          | 7                               | 7                                 |

Cars are equipped with Eames' vacuum brake and Granger's automatic coupler. Wharton's split switches only, used on this road. Passenger cars are run in summer only. They are lighted with kerosene and ventilated by sash in roof.

## EMPLOYEES.

|   |            |
|---|------------|
| Average number of persons employed (including officials) during year. . | 3          |
| Aggregate amount of salaries and wages paid them during year.....       | \$6,359 28 |

## Officers of the Company.

| Name.                | Title.                            | Official Address. |
|----------------------|-----------------------------------|-------------------|
| F. A. SCHROEDER..... | President.....                    | Brooklyn, N. Y.   |
| I. M. BON.....       | Treasurer.....                    | Brooklyn, N. Y.   |
| J. L. MORROW.....    | Superintendent and Secretary..... | Flatbush.         |

## Directors of the Company.

| Name.                | Residence. |
|----------------------|------------|
| I. M. BON.....       | Brooklyn.  |
| JOSEPH FAHYS.....    | Brooklyn.  |
| FELIX CAMPBELL.....  | Brooklyn.  |
| JESSE JOHNSON.....   | Brooklyn.  |
| A. R. JOHNSON.....   | Brooklyn.  |
| JAMES JOURDAN.....   | Brooklyn.  |
| E. L. LANGFORD.....  | Brooklyn.  |
| H. C. MANGLES.....   | Brooklyn.  |
| J. L. MORROW.....    | Flatbush.  |
| ALONZO SLOTE.....    | Brooklyn.  |
| F. A. SCHROEDER..... | Brooklyn.  |
| D. H. VALENTINE..... | Brooklyn.  |
| H. VAN DEILEN.....   | Brooklyn.  |



Title of company, Sea View Railroad.  
 General offices at Brooklyn, N. Y.  
 Date of close of fiscal year, September 30.  
 Date of stockholders' annual meeting, third Tuesday in November.  
 For information concerning this report, address J. L. Morrow, Superintendent and Secretary, Flatbush, N. Y.

## SUBURBAN RAPID TRANSIT.

LESSOR.

LESSEE—MANHATTAN.

For history of organization, etc., see Reports of 1886, 1887, 1888 and 1889.

On June 4, 1891, the Manhattan Railway Company leased and began operating the lines of this company. This report is made, however, to include the earnings and expenses for the entire year ending June 30, 1891.

### \* Capital Stock.

|   | COMMON.        |                  | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
|   | No. of shares. | Total par value. |                                      |
| Authorized by law or charter.....                       | 66,000         | \$6,600,000      | .....                                |
| Issued for actual cash .....                            | 6,000          | \$600,000        | \$600,000                            |
| Issued for stock of the Fordham and Bronx Company ..... | 418.65         | 41,865           | .....                                |
| Issued on account of construction.....                  | 33,581.35      | 3,358,135        | .....                                |
| Total now outstanding .....                             | 40,000         | \$4,000,000      | \$600,000                            |

Number of stockholders..... 10

### Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Grading and ballast .....                               | \$129 00   | \$822 44  |
| Bridges .....   | 2,876 60   | 205,805 22  |
| Superstructure (including ties).....                    | .....  | 33,349 66   |
| Land .....  | 18,145 21  | 505,331 54  |
| Fences.....   | .....  | 2,574 41  |
| Passenger stations.....                                 | 37 99  | 26,718 25   |
| Engine and car-houses, shops, machinery and tools ..... | 390 02   | 46,966 69   |
| Fuel and water stations .....                           | 9 38   | 2,689 53  |
| Engineering expenses .....                              | 17,801 79  | 159,435 04  |
| On account, road built by contract .....                | 5,861 89   | 81,085 78   |
| Telegraph line.....                                     | 71 03  | 210 49  |
| Elevated structure.....                                 | 39,950 27  | 243,359 14  |
| Buildings .....   | 232 33   | 2,936 97  |
| Miscellaneous construction.....                         | 17,932 45  | 258,509 85  |
| Total cost of road .....                                | \$103,427 96   | \$1,569,845 06  |

### EQUIPMENT.

|                                       |              |                |
|---------------------------------------|--------------|----------------|
| Locomotives.....                      | .....        | \$46,786 35    |
| Passenger cars .....                  | .....        | 61,008 78      |
| Total cost of equipment.....          | .....        | \$107,795 13   |
| Total cost of road and equipment..... | \$103,427 96 | \$1,677,640 19 |

This capital stock has been exchanged for a like amount of Manhattan Railway Company consolidated capital stock.

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$224,415 85 |
| Less operating expenses (excluding all taxes) ..... | 158,946 89   |
| Gross income from all sources .....                 | \$65,468 96  |
| <i>Deductions from income, as follows, viz.:</i>    |              |
| Taxes on property used in operation of road .....   | \$18,556 35  |
| Taxes on earnings and capital stock .....           | 4,179 26     |
|   | 22,735 61    |
| Surplus for year ending June 30, 1891 .....         | \$42,733 35  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 .....       | \$42,733 35 |
| Surplus up to June 30, 1890, (as corrected) ..... | 28,602 56   |
| Total surplus June 30, 1891 .....                 | \$71,335 91 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                  |              |
|------------------|--------------|
| Passengers ..... | \$224,415 85 |
|------------------|--------------|

## OPERATING EXPENSES.

*Maintenance of way and structures:*

|   |             |
|---|-------------|
| Repairs of track .....  | \$3,117 31  |
| Repairs of structure .....  | 2,471 57    |
| Repairs of bridges (including culverts and cattle-guards) .....                   | 736 77      |
| Repairs of stations, shops, docks, etc. ....                                      | 2,788 17    |
| Repairs of interlocking switches and signals .....                                | 386 52      |
| Other expenses for maintenance of way and structures, including engineering ..... | 8,178 45    |
| Total .....   | \$12,698 77 |

*Maintenance of equipment:*

|                                      |             |
|--------------------------------------|-------------|
| Repairs of locomotives .....         | \$6,615 54  |
| Repairs of cars .....                | 7,862 56    |
| Repairs of machinery and tools ..... | 236 43      |
| Total .....                          | \$16,714 53 |

*Conducting transportation:*

|   |              |
|---|--------------|
| Wages of conductors, bridge engineers and guards .....                | \$14,007 97  |
| Wages of engineers, firemen, hostlers and wipers .....                | 36,434 24    |
| Fuel for locomotives .....  | 23,168 47    |
| Oil and waste .....   | 873 37       |
| Water supply .....  | 2,629 13     |
| Other train supplies or expenses .....                                | 1,979 09     |
| Wages of station agents, gatemen and platform men .....               | 19,111 81    |
| Wages of porters, lampmen, laborers, heatermen and car cleaners ..... | 6,547 67     |
| Station supplies .....  | 3,594 64     |
| Wages of watchmen, switchmen and couplers .....                       | 10,163 74    |
| Wages of guards, yardmen, and bridge supplies .....                   | 2,236 59     |
| Total .....   | \$120,755 54 |

*General expenses:*

|   |              |
|---|--------------|
| Salaries of general officers and clerks ..... | \$7,665 57   |
| General office expenses and supplies .....    | 326 99       |
| Injuries to persons and property .....        | 795 24       |
| Total .....                                   | \$8,787 80   |
| Grand total operating expenses .....          | \$158,946 89 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                |
|---|----------------|
| Cost of road .....                                    | \$1,541,113 13 |
| Cost of equipment .....                               | 11,541 13      |
| <i>Other permanent investments, as follows, viz.:</i> |                |
| New Jersey Railway Construction Company .....         | 2,000 00       |

# SUBURBAN RAPID TRANSIT.

679

## Current assets, as follows, viz.:

|                             |             |                |
|-----------------------------|-------------|----------------|
| Cash on hand .....          | \$64,916 14 |                |
| Open accounts .....         | 5 77        |                |
| Materials and supplies..... | 7,928 63    |                |
|                             |             | \$62,850.44    |
|                             |             | \$4,083,371 46 |

## LIABILITIES.

|                     |                |
|---------------------|----------------|
| Capital stock ..... | \$4,000,000 00 |
|---------------------|----------------|

## Current liabilities, as follows, viz.:

|                                 |                |
|---------------------------------|----------------|
| Open accounts .....             | 1,535 20       |
| Bonds and mortgages .....       | 10,500 00      |
| Profit and loss (surplus) ..... | 71,836 26      |
|                                 | \$4,083,371 46 |

## Traffic and Mileage Statistics.

| ITEM.                             | Total.    |
|-----------------------------------|-----------|
| Number of passengers carried..... | 4,488,319 |
| Passenger train mileage .....     | 417,624   |

| ITEM.  | Earnings.    | Expenses.    | Profit.     |
|--|--------------|--------------|-------------|
| Passenger earnings and expenses (including miscellaneous expenses) ..... | \$224,415 95 | \$158,946 96 | \$65,468 99 |
| Average per passenger carried .....                                      | 05           | 0354-        | 0146        |

ITEM.—Fare, five cents; all distances at all hours.

## Description of Road and Equipment.

| TRACK.   | Miles owned, all in N. Y. State. |
|--|----------------------------------|
| Main line, authorized, single track .....        | 14.90                            |
| Branches, authorized .....                       | 6.42                             |
| Main line laid, single track .....               | 3.74                             |
| Second track on main line .....                  | 3.74                             |
| Third track on main line .....                   | .14                              |
| Sidings and turnouts on main line .....          | 2.46                             |
| Grand total of tracks, sidings and turnouts..... | 10.02                            |

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches.

| BRIDGES.          | IN NEW YORK STATE. |                   |
|-------------------|--------------------|-------------------|
|                   | Number.            | Aggregate length. |
| Iron bridge ..... | 1                  | Feet.<br>455.22   |

## EQUIPMENT.

No. owned.

|                              |    |
|------------------------------|----|
| omotives, 4 drivers .....    | 13 |
| st-class passenger cars..... | 26 |
| t freight cars.....          | 2  |

Passenger cars are all equipped with Eames' vacuum brake and a special type of roller standard with all "L" roads in this section.

napo automatic point switches only are used on this road.

## Miscellaneous Statistics.

## ITEM.

Entire line  
in N. Y. State

|   |      |
|---|------|
| Telegraph owned and operated by company, miles .....                  | 1.14 |
| Road constructed and opened for business during the year, miles ..... | .21  |

Passenger cars are heated by Gold system of steam from locomotives, lighted with oil and ventilated by ordinary methods.

## EMPLOYEES.

|  |              |
|--|--------------|
| Average number of persons employed (including officials) during year.... | 124          |
| Aggregate amount of salaries and wages paid them during year.....        | \$112,781 14 |

## Officers of the Company.

| <i>Name.</i>           | <i>Title.</i>             | <i>Official Address.</i>    |
|------------------------|---------------------------|-----------------------------|
| JAY GOULD .....        | President .....           | 71 Broadway, New York city. |
| ROBERT M. GALLAWAY..   | Vice-President .....      | 71 Broadway, New York city. |
| D. W. McWILLIAMS ..... | Secretary and Treasurer.. | 71 Broadway, New York city. |
| F. K. HAIN .....       | General Manager .....     | 71 Broadway, New York city. |

## \* Directors of the Company.

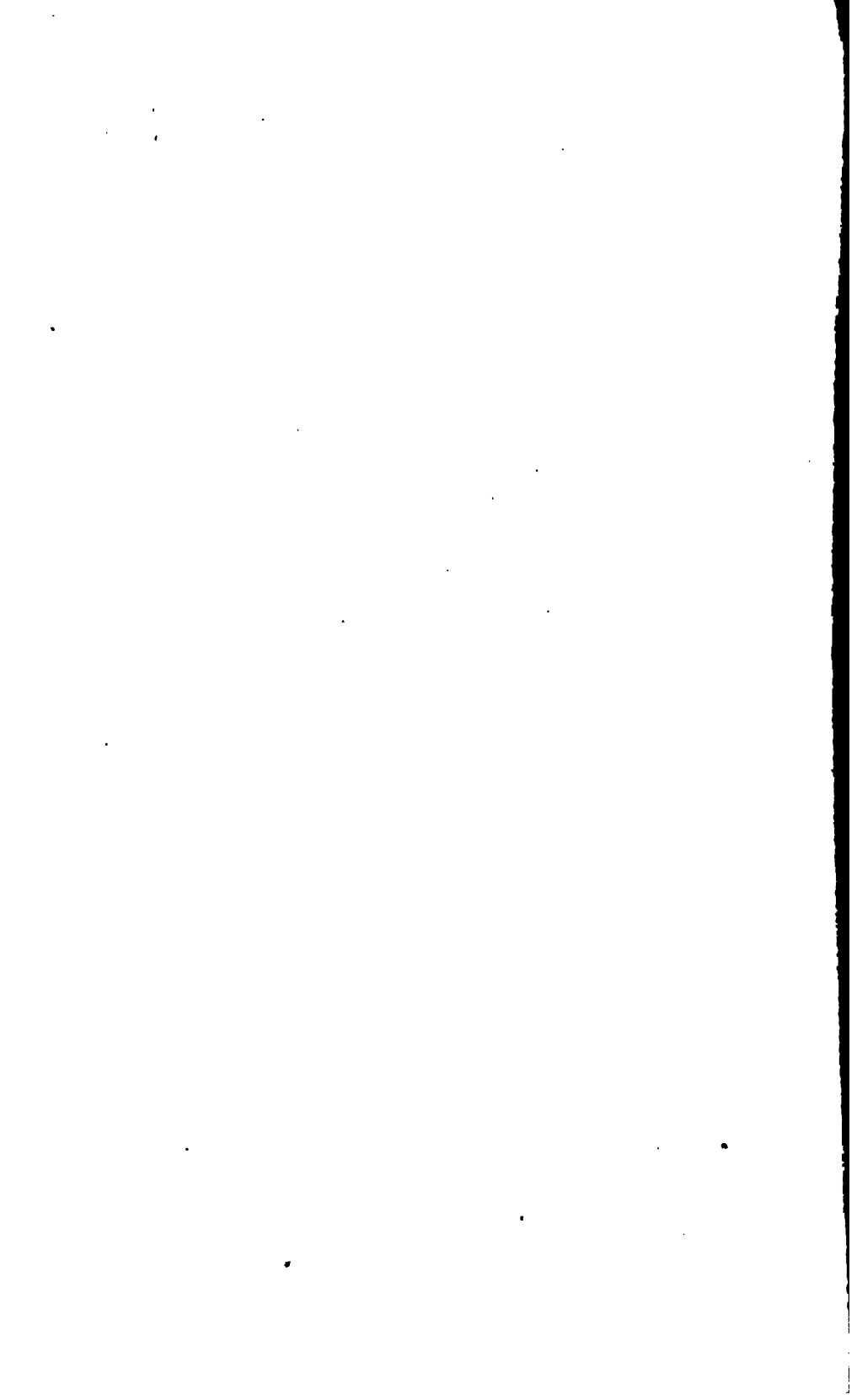
Title of company, The Suburban Rapid Transit Company.  
 General offices with Manhattan Railway Company, at 71 Broadway, New York city.  
 Date of close of fiscal year, September 30.  
 Date of stockholders' annual meeting, second Monday in November.  
 For information concerning this report, address The Suburban Rapid Transit Company.

\*See Report of Manhattan Railway Company, ante.

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REPORTS  
OF  
PALACE-CAR AND SLEEPING-CAR  
COMPANIES.

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# MANN'S BOUDOIR CAR COMPANY.

(Date of charter, March 22, 1883.)

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter .....                         | 10,000         | \$1,000,000      |
| Issued for actual cash and on account of construction .... | 1,000          | \$100,000        |
| Issued for patents.....                                    | 9,000          | 900,000          |
| Total now outstanding .....                                | 10,000         | \$1,000,000      |

### FUNDED DEBT.

| DESIGNATION OF LIEN.      | Date.        | Term, years. | INTEREST.  |                | Amount authorized. | Amount outstanding. |
|---------------------------|--------------|--------------|------------|----------------|--------------------|---------------------|
|                           |              |              | Rate.      | When payable.  |                    |                     |
| First mortgage bonds..... | July 1, 1886 | 20           | P. C.<br>6 | Jan. and July. | \$700,000          | \$700,000           |

### Cost of Equipment.

Total cost up to June 30, 1891.

Sleeping and parlor cars..... \$918,755 87

### Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$235,445 59 |
| Less operating expenses (excluding all taxes) ..... | 257,980 81   |
| Net loss from operation.....                        | \$22,534 72  |
| <i>Income from other sources, as follows, viz.:</i> |              |
| Buffet service.....                                 | \$3,374 29   |
| Profit on manufacture at Ludlow shops .....         | 14,146 00    |
|   | 10,771 71    |
| Gross loss from all sources .....                   | \$11,763 01  |
| <i>Deductions from income, as follows, viz.:</i>    |              |
| Interest on funded debt due and accrued.....        | \$42,000 00  |
| Taxes.....  | 243 48       |
|   | 42,243 48    |
| Deficit for year ending June 30, 1891 .....         | \$54,006 49  |

### General Income Account.

|  |              |
|--|--------------|
| Deficit for year ending June 30, 1891..... | \$54,006 49  |
| Deficit up to June 30, 1890 .....          | 104,987 82   |
| Total deficit June 30, 1891 .....          | \$158,994 81 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|   |              |
|---|--------------|
| Passengers (berths).....  | \$182,790 73 |
| Miscellaneous, as follows, viz.:  |              |
| Mileage.....  | 52,654 89    |
| Total gross earnings.....   | \$235,445 59 |
| Maintenance of equipment:   |              |
| Repairs of cars.....  | \$116,634 28 |
| Other expenses for maintenance of equipment, etc.....   | 86,184 49    |
| Total .....   | \$152,818 68 |
| Conducting transportation:  |              |
| Wages of conductors and porters.....  | \$35,836 74  |
| Other train supplies or expenses.....   | 20,779 74    |
| Wages and expenses of station agents, clerks, superintendents, etc.....                                     | 17,006 82    |
| Total .....   | \$73,623 30  |
| General expenses:   |              |
| Salaries of general officers and clerks, general office expenses and supplies, stationery and printing..... | \$10,453 76  |
| Legal expenses.....   | 643 05       |
| Other general expenses.....   | 20,446 93    |
| Total .....   | \$31,539 33  |
| Grand total operating expenses.....   | \$257,960 31 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                |
|--|----------------|
| Cost of cars .....                             | \$918,755 87   |
| Other permanent investments, as follows, viz.: |                |
| Patents.....                                   | \$906,242 48   |
| Cost of shops at Ludlow, Ky.....               | 9,469 96       |
|  | 914,712 43     |
| Current assets, as follows, viz.:              |                |
| Open accounts.....                             | \$1,496 67     |
| Materials and supplies .....                   | 44,198 74      |
|  | 45,695 41      |
| Profit and loss (deficiency).....              | 158,994 31     |
|  | \$2,088,158 02 |

## LIABILITIES.

|  |                |
|--|----------------|
| Capital stock.....                           | \$1,000,000 00 |
| Funded debt.....                             | 700,000 00     |
| Current liabilities, as follows, viz.:       |                |
| Interest on funded debt due and accrued..... | \$105,000 00   |
| Audited vouchers and pay-rolls.....          | 826 28         |
| Open accounts.....                           | 282,831 74     |
|  | \$39,658 02    |
|  | \$2,088,158 02 |

## Traffic and Mileage Statistics.

## ITEM.

Number of passengers carried.....

| ITEM.   | Earnings.    | Expenses.    | I   |
|---|--------------|--------------|-----|
| Passenger earnings and expenses (including miscellaneous earnings)..... | \$235,445 59 | \$257,980 31 | ex. |
| Average per passenger carried .....                                     | 1 96         | 2 14         |     |



## Traffic and Mileage Statistics—(Continued).

| EQUIPMENT.                                | Total number. | Average cost of each. | Maximum weight of each in lbs. | No. equipped with patent brake. | No. equipped with patent coupler. |
|---|---------------|-----------------------|--------------------------------|---------------------------------|-----------------------------------|
| First-class sleeping and parlor cars..... | 56            | \$16,406 25           | { 62,000<br>to<br>75,000 }     | 56                              | 56                                |

Cars are equipped with Westinghouse air brake and Janney, Miller and Cowell couplers.

Cars are heated by Baker heater, lighted with oil and ventilated by Mann's patent ventilators.

## Officers of the Company.

| Name.                   | Title.                             | Official Address. |
|-------------------------|------------------------------------|-------------------|
| T. H. WICKES.....       | President.....                     | Chicago, Ill.     |
| S. W. BRETZFIELD.....   | Vice-President and Pur. Agent..... | New York city.    |
| C. A. GARCLON.....      | General Superintendent.....        | Chicago, Ill.     |
| E. A. JEWETT.....       | Assistant Superintendent.....      | Chicago, Ill.     |
| GEO. M. GRAY.....       | General Ticket Agent.....          | Chicago, Ill.     |
| S. WILSON.....          | Secretary.....                     | New York city.    |
| A. S. WEINSHEIMER.....  | Treasurer.....                     | Chicago, Ill.     |
| J. S. RUNNELLS.....     | General Counsel.....               | Chicago, Ill.     |
| F. O. N. ROBERTSON..... | Auditor.....                       | Chicago, Ill.     |
| J. F. TROUT.....        | Commissary.....                    | Chicago, Ill.     |

## Directors of the Company.

| Name.                 | Residence.         |
|-----------------------|--------------------|
| T. H. WICKES.....     | Chicago, Ill.      |
| S. W. BRETZFIELD..... | New York city.     |
| SAMUEL WILSON.....    | New York city.     |
| W. A. RANSOM.....     | New York city.     |
| EDWARD C. MEEKER..... | New York city.     |
| JAMES MARTIN.....     | Philadelphia, Pa.  |
| J. H. SIMS.....       | Jersey City, N. J. |
| H. A. JAMES.....      | Jersey City, N. J. |

Title of company, Mann's Boudoir Car Company.

General offices at Chicago, Ill.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address F. O. N. Robertson, Auditor.

## WAGNER PALACE-CAR.

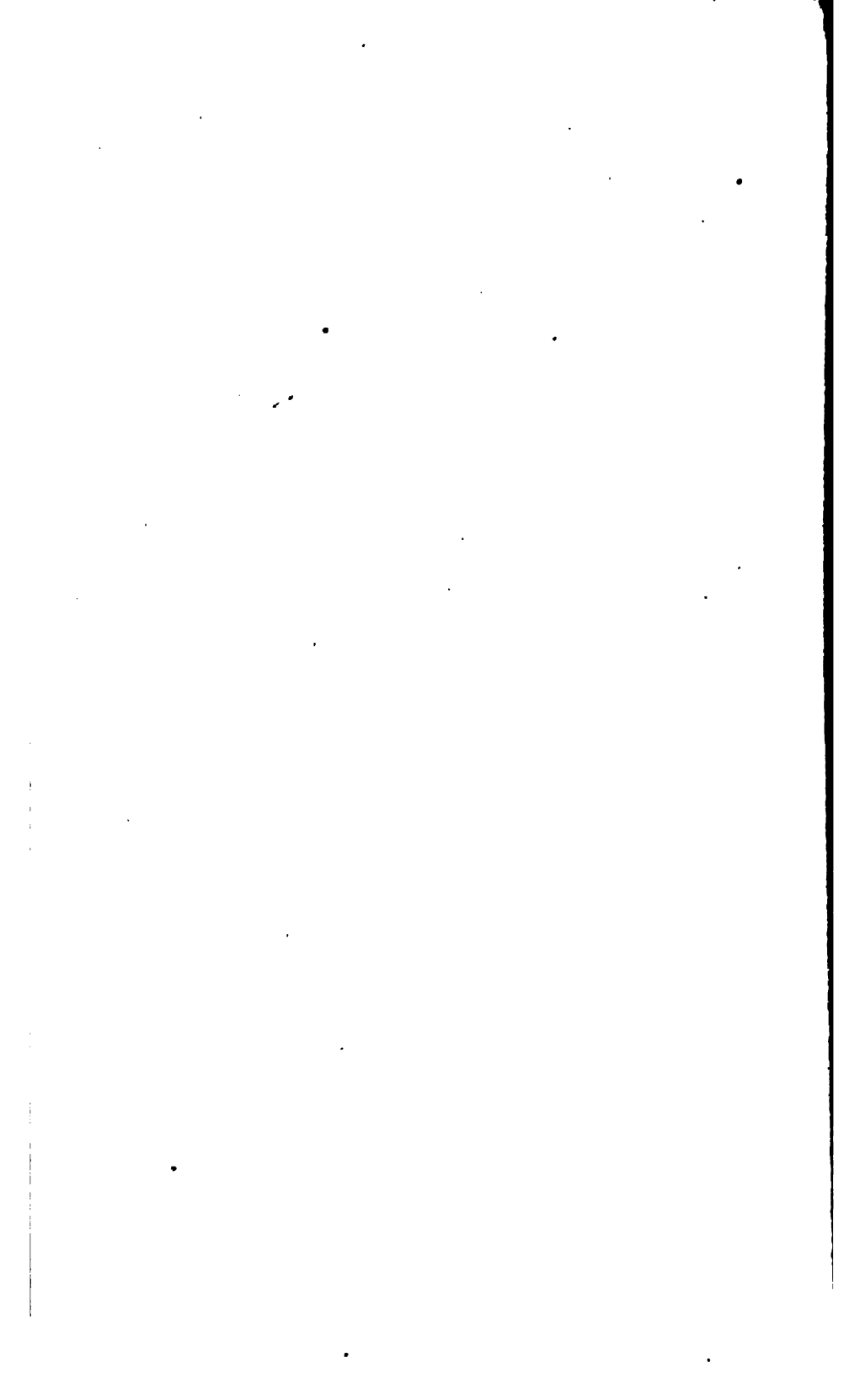
This statement includes all the operations of the company (a joint-stock association) in sixteen States and the Dominion of Canada.

|                                    |                |
|------------------------------------|----------------|
| Gross earnings.....                | \$3,297,731 11 |
| Expenses paid.....                 | 2,669,617 44   |
| Gross income from all sources..... | \$628,113 67   |

Operating cost for the year, exclusive of depreciation of equipment, 80.7 per cent.

For information concerning this report, address James D. Taylor, Secretary and Auditor, New York city.

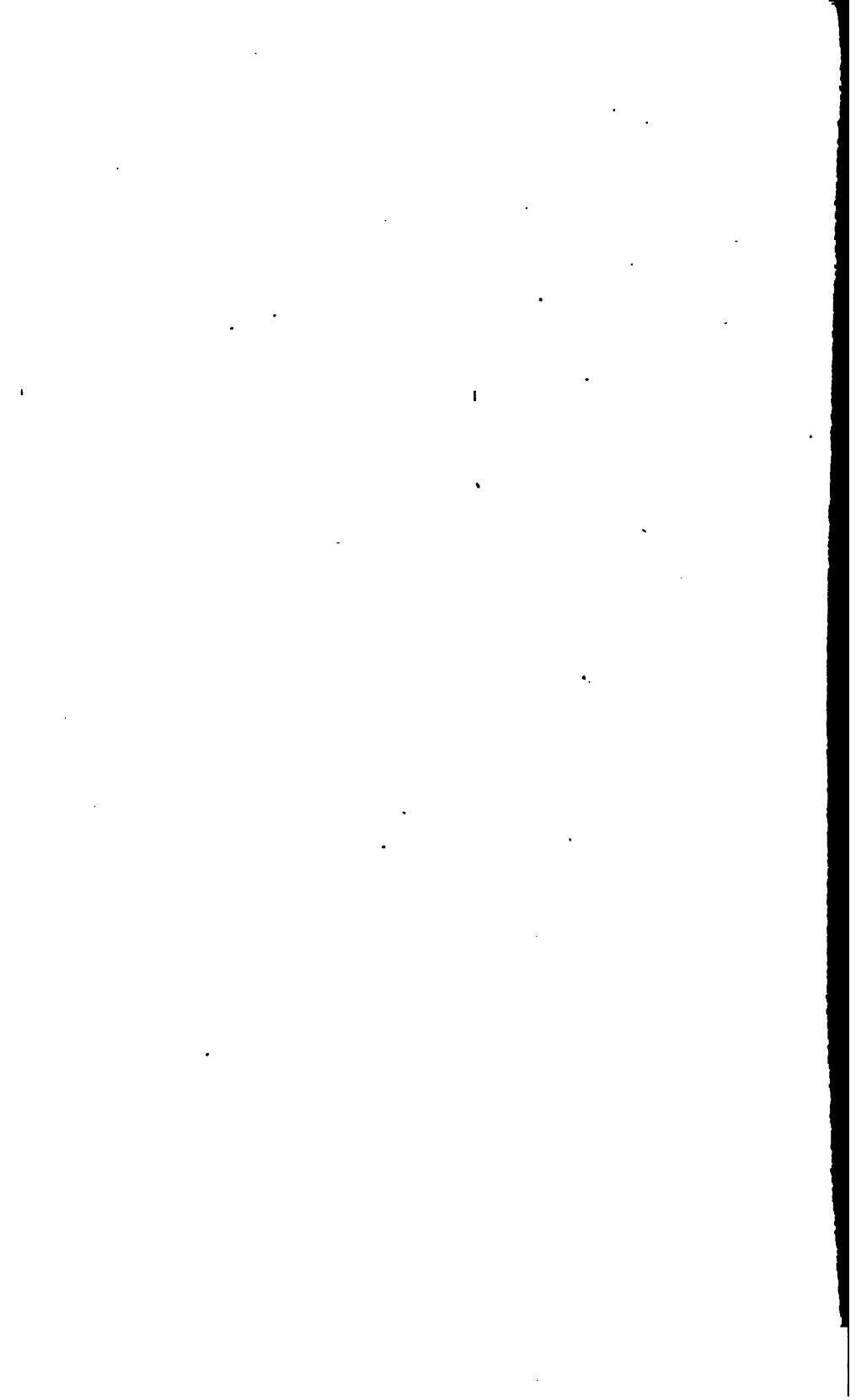
\*Includes betterments and building of new cars.



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REPORTS  
OF  
SURFACE STREET RAILROAD COMPANIES.

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# **ALBANY.**

(Date of charter, September 14, 1863.)

## **Capital Stock and Funded Debt.**

### **CAPITAL STOCK.**

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter.....                       | 7,500          | \$750,000           | .....                                      |
| Issued for actual cash .....                            | 2,009.8        | \$200,980           | .....                                      |
| Issued on account of construction and<br>equipment..... | 5,490.2        | 549,020             | .....                                      |
| Total now outstanding.....                              | 7,500          | \$750,000           | \$201,887 45                               |

### **FUNDED DEBT.**

| DESIGNATION OF LOAN.       | When due.     | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|----------------------------|---------------|-----------|------------------|-----------------------------|--|
|                            |               | Rate.     | When<br>payable. |                             |  |
| First mortgage.....        | Jan. 1, 1905  | p.c.<br>5 | Jan. 1, July 1   | \$10,000                    | .....  |
| Second mortgage.....       | May 1, 1893   | 7         | Nov. 1, May 1    | 20,000                      | .....  |
| Third mortgage.....        | July 1, 1895  | 7         | Jan. 1, July 1   | 28,500                      | .....  |
| Fourth mortgage.....       | Mar. 1, 1905  | 6         | Mar. 1, Sept. 1  | 11,500                      | .....  |
| Fifth mortgage.....        | Sept. 1, 1913 | 5         | Mar. 1, Sept. 1  | 50,000                      | .....  |
| Consolidated mortgage..... | Jan. 1, 1930  | 5         | Jan. 1, July 1   | 350,000                     | .....  |
| Total.....                 | .....         | .....     | .....            | \$500,000                   | \$499,440 75                                       |

## **Cost of Road and Equipment.**

| ROAD.   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Road-bed, superstructure and rails, exclusive of electric<br>appliances pertaining to road and superstructure, elec-<br>trical appliances pertaining to road and superstructure,<br>right of way..... | \$263,891 61   | \$378,891 82<br>* 85,839 46                                       |
| Real estate.....  | .....  | .....   |
| Buildings and fixtures, exclusively used for electric<br>purposes.....  | 1,712 09   | 118,166 72  |
| Interest and discount charged to construction .....   | 1,599 25   | 31,988 18   |
| Total cost of road.....   | \$267,199 95   | \$563,886 13  |

This item not reported separately in 1890, but embraced in other items of that year's report.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment — (Continued).

| EQUIPMENT.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Horses, harness, cars, other than motor cars ..... |  | \$51,285 04   |
| Motor cars and fixtures .....                      | \$600,928 87   | 600,928 87  |
| Wagons, trucks, snow-plows, sleighs.....           | 237 76   | 61,182 90   |
| Total cost of equipment.....                       | \$601,166 63   | \$733,966 81  |
| Grand total cost of road and equipment.....        | \$668,366 58   | \$1,267,963 04  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                     |
|---|---------------------|
| During the year there was expended for rails, ties, chairs, spikes, cartage, labor, sand, paving blocks, switches, crossovers, etc., used in the new track on Madison avenue, Hamilton street and Grand street, and used in strengthening track on other streets made necessary by the change from horse cars to electric cars..... | \$71,069 35         |
| Paid Thomson-Houston Electrical Company for construction.....   | 192,221 35          |
|   | <u>\$263,291 70</u> |

|  |                    |
|--|--------------------|
| There was included in "Cost of Road" in previous reports, which belonged in equipment where it is placed in this report. | \$32,890 20        |
| Total of first three items in "Equipment," 1890 report.....  | 40,814 59          |
|  | <u>\$73,804 79</u> |

|   |                    |
|---|--------------------|
| Less amount of equipment on account of credit for horses, cars, etc., sold..... | \$11,778 97        |
| Less also "motor cars and fixtures".....  | 208 00             |
| Less also wagons, trucks, etc.....  | 237 76             |
|   | <u>12,219 73</u>   |
|   | <u>\$61,285 06</u> |

|  |                     |
|--|---------------------|
| Paid Thomson-Houston Electrical Company for equipment..... | \$600,928 87        |
| Paid for registers.....                                    | 208 00              |
|  | <u>\$600,928 87</u> |

The two foregoing items "Thomson-Houston Electrical Company" were partly represented in 1890 report, as payment on account of electrical construction and equipment

## Income Account for Year Ending June 30, 1891.

|   |                  |
|---|------------------|
| Gross earnings from operation .....   | \$188,588 75     |
| Less operating expenses (excluding all taxes).....  | 145,855 67       |
| Net earnings from operation.....  | \$42,733 08      |
| Income from other sources, as follows, viz:   |                  |
| North and East Greenbush Horse Railroad Company .....   | 102 44           |
| Gross income from all sources.....  | \$42,835 52      |
| Deductions from income, as follows, viz:  |                  |
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes..... | \$5,924 42       |
| Interest on funded debt due and accrued.....  | 26,033 51        |
| Rentals .....   | 1,166 00         |
|   | <u>33,123 93</u> |
| Surplus for year ending June 30, 1891.....  | \$10 59          |

## General Income Account.

|  |                  |    |
|--|------------------|----|
| Surplus for year ending June 30, 1891..... | 1                | 75 |
| Deficit up to June 30, 1890 .....          | \$11,650 00      |    |
| Loss on horses.....                        | 15,155 11        |    |
|  | <u>26,805 11</u> | 11 |
| Total deficit June 30, 1891.....           | \$16 36          |    |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |              |
|----------------------|--------------|
| From passengers..... | \$188,588 75 |
|----------------------|--------------|

## OPERATING EXPENSES.

|   |              |
|---|--------------|
| Repairs of roadbed and track operated by horses.....  | \$2,569 13   |
| Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures..... | 914 48       |
| Repairs of buildings and fixtures, exclusively used for mechanical power  |              |
| Repairs of all other buildings and fixtures.....  | 15,841 79    |
| Repairs of cars (not motors) and other vehicles.....  | 680 72       |
| Repairs of motor cars and fixtures.....   | 1,988 65     |
| Repairs of harness and stable equipment.....  | 700 80       |
| Horseshoeing.....   | 7,964 54     |
| Motor cleaners.....   | 6,978 75     |
| Provender (including expense of grinding).....  |              |
| Salaries of general officers and clerks.....  | 46,738 76    |
| Wages of conductors and drivers on horse cars.....  |              |
| Wages of conductors and motor men on cars propelled by mechanical traction.....   | 6,644 44     |
| Wages of engineer, firemen and all others employed at power-house   | 16,549 79    |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....   | 8,584 55     |
| Light and fuel, other than at power-house.....  | 82 66        |
| Fuel, light and othersupplies used at power-house.....  | 458 30       |
| Water tax.....  | 1,819 75     |
| Damages to persons and property.....  | 1,796 42     |
| Legal expenses.....   | 3,774 98     |
| Advertising, printing and office expenses.....  | 9,610 61     |
| Insurance.....  | 2,242 69     |
| Removal of snow and ice.....  | 9,614 71     |
| Contingencies.....  |              |
| Oil and waste, \$1,766.70; linemen, \$4,885.92; repairs to engine, \$3,472.69.....  |              |
| Total operating expenses.....   | \$146,555 47 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                |
|--|----------------|
| Cost of road.....                        | \$563,886 13   |
| Cost of equipment.....                   | 728,966 91     |
| <i>Current assets, as follows, viz.:</i> |                |
| Cash on hand.....                        | \$3,413 17     |
| Open accounts.....                       | 395 65         |
| Supplies on hand.....                    | 23,515 95      |
|  | 27,324 67      |
| Profit and loss (deficiency).....        | 16,732 86      |
|  | \$1,381,910 07 |

## LIABILITIES.

|   |                |
|---|----------------|
| Capital stock.....                            | \$750,000 00   |
| Funded debt.....                              | 500,000 00     |
| <i>Current liabilities, as follows, viz.:</i> |                |
| Interest on funded debt due and accrued.....  | \$1,854 00     |
| Bills payable.....                            | 80,500 00      |
| Open accounts.....                            | 19,556 07      |
|   | 81,910 07      |
|   | \$1,381,910 07 |

## Characteristics of Road, Equipment, Etc.

|  | Miles.        |
|--|---------------|
| al length of single track on main line and branches..... | 11.68         |
| ings on main line and branches.....                      | 3.974         |
| Total length of all tracks and sidings owned.....        | 15.654        |
| ight of rail per yard.....                               | 50 to 65 lbs. |
| age of track.....  | 4 ft. 8½ in.  |
| number of box cars, not motors.....                      | 19            |
| in car, not motor.....                                   | 1             |
| ses.....   | 14            |
| number of motor cars.....                                | 32            |

|   |                   |
|---|-------------------|
| Schedule time, making trip one way .....                            | 30 minutes.       |
| Cars are run .....  | Every 2½ & 5 mins |
| Rate of fare per passenger .....                                    | 5 and 6 cts.      |
| Number of passengers carried in cars during year .....              | 8,789,379         |
| Average number of employees (including officials) during year ..... | 175               |

**Wages, Etc., of Employees.**

|                              | Average number of hours on duty per day. | Wages per day.  |
|------------------------------|--|-----------------|
| Conductors and drivers ..... | 12                                       | \$1 98          |
| Starters .....               | 12                                       | 1 00            |
| Watchmen .....               | 12                                       | \$1 30 and 1 00 |
| Switchmen .....              | 10                                       | 1 00            |
| Roadmen .....                | 10                                       | 1 00            |
| Hostlers .....               | 10                                       | 1 00            |
| Blacksmiths .....            | 10                                       | 1 00            |
| Painters .....               | 10                                       | 2 00 and 1 00   |
| Engineers .....              | 8  | 2 00 and 3 00   |
| Firemen .....                | 8  | 1 00            |
| Oilers .....                 | 8  | 1 00            |
| Carpenters .....             | 10                                       | 2 50 and 3 00   |
| Motor repairers .....        | 10                                       | 1 50 and 1 75   |
| Linemen .....                | 10                                       | 1 50 and 2 00   |

**Officers of the Company.**

| Name.                  | Title.          | Official Address.                  |
|------------------------|-----------------|------------------------------------|
| ROBERT C. PRUYN .....  | President ..... | Quail and West sts., Albany, N. Y. |
| JAMES MCCREDIE .....   | Secretary ..... | Quail and West sts., Albany, N. Y. |
| JOHN W. McNAMARA ..... | Treasurer ..... | Quail and West sts., Albany, N. Y. |

**Directors of the Company.**

| Name.                    | Residence.    |
|--------------------------|---------------|
| ROBERT C. PRUYN .....    | Albany, N. Y. |
| ANTHONY N. BRADY .....   | Albany, N. Y. |
| JOHN W. McNAMARA .....   | Albany, N. Y. |
| JAMES H. MANNING .....   | Albany, N. Y. |
| A. BLEECKER BANKS .....  | Albany, N. Y. |
| JAMES ROONEY .....       | Albany, N. Y. |
| ANDREW S. DRAPEE .....   | Albany, N. Y. |
| JAMES MCCREDIE .....     | Albany, N. Y. |
| J. IRVING WENDELL .....  | Albany, N. Y. |
| WILLIAM McEWAN .....     | Albany, N. Y. |
| JOHN G. MYERS .....      | Albany, N. Y. |
| SIMON W. ROSENDALE ..... | Albany, N. Y. |
| ELNATHAN SWEET .....     | Albany, N. Y. |

Title of company, The Albany Railway.

General offices at Quail and West streets, Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in October.

For information as to this report, address John W. McNamara, Treasurer.

**AMSTERDAM.**

(Date of charter, February 5, 1873.)

Organized under the act of 1850.

Run until December 20, 1890, as a horse railroad; since that time as an electric. It also supplies electricity from its power station, under contract with the Amst Arc Light Company and the Edison Electric Light and Power Company of Amst. Consent of common council to change of motive power April 18, July 2, and 8, 1890. Consent of Railroad Commissioners July 22, 1890, and June 3, 1891.



## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | COMMON.        |                  |
|---|----------------|------------------|
|   | No. of shares. | Total par value. |
| Authorized by law or charter.....   | 2,500          | \$250,000        |
| Issued for actual cash.....   | 550            | \$55,000         |
| Issued on account of construction, franchise, right of way,<br>real estate, power station, etc..... | 1,950          | 195,000          |
| Total now outstanding .....   | 25,000         | \$250,000        |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.    | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|-----------|---------------|---------------------|--------------------------------------|
|                      |              | Rate.     | When payable. |                     |                                      |
| First mortgage.....  | Oct. 1, 1920 | p.c.<br>6 | Oct. & April  | \$150,000           | \$150,000                            |

## Cost of Road and Equipment.

Total cost up  
to June 30, 1891

|  |              |
|--|--------------|
| Road built by contract, property and real estate secured and equipment<br>under contract ..... | \$399,205 31 |
|--|--------------|

## Income Account for Six Months Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                 | \$17,782 75 |
| Less operating expenses (excluding all taxes)..... | 12,752 59   |
| Net earnings from operation .....                  | \$5,030 16  |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Taxes on earnings and capital stock .....          | \$101 04    |
| Interest on funded debt due and accrued .....      | 4,500 00    |
|  | 4,601 04    |
| Surplus for six months ending June 30, 1891.....   | \$429 12    |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                |             |
|--------------------------------|-------------|
| From passengers.....           | \$7,324 39  |
| From sale of current, etc..... | 10,458 36   |
| Total gross earnings.....      | \$17,782 75 |

## OPERATING EXPENSES (six months).

|  |             |
|--|-------------|
| Repairs of roadbed and track .....                                     | \$439 23    |
| Repairs of buildings and fixtures.....                                 | 548 32      |
| Repairs and renewals of cars, motors and other vehicles .....          | 398 45      |
| Painting, inspecting and keeping in good condition .....               | 510 42      |
| Salaries of general officers and clerks .....                          | 1,787 50    |
| Salaries of conductors and motormen .....                              | 2,797 74    |
| Salaries of engineer, fireman and other employees at power-house ..... | 1,312 25    |
| Coal, light and other supplies used at power-house .....               | 4,272 88    |
| Water tax .....  | 98 14       |
| General expenses.....  | 48 60       |
| Advertising, printing and office expenses .....                        | 387 67      |
| Insurance .....  | 188 88      |
| Total operating expenses .....   | \$12,752 59 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |              |
|--|--------------|
| Cost of road and equipment, etc .....    | \$399,305 21 |
| <i>Current assets, as follows, viz.:</i> |              |
| Cash on hand .....                       | 716 13       |
| Bills receivable .....                   | 2,689 00     |
| Open accounts .....                      | 7,923 25     |
| Supplies on hand .....                   | 1,458 00     |
|  | <hr/>        |
|  | \$412,041 37 |

## LIABILITIES.

|  |              |
|--|--------------|
| Capital stock .....  | \$350,000 00 |
| Funded debt .....  | 150,000 00   |
| <i>Current liabilities, as follows, viz.:</i>              |              |
| Interest on funded debt .....                              | 4,500 00     |
| Bills payable .....  | 3,083 42     |
| Open accounts .....  | 3,043 21     |
| Tickets uncollected .....                                  | 90 25        |
| Profit and loss (surplus) { Prior to January 1, 1891 ..... | \$316 57     |
| { January to July, 1891 .....                              | 429 12       |
|  | <hr/>        |
|  | 745 69       |
|  | <hr/>        |
|  | \$412,041 37 |

## Characteristics of Road, Equipment, Etc.

|   |                 |            |
|---|-----------------|------------|
| <i>Length of railway owned by company, as follows, viz.:</i>  |                 | Miles.     |
| Single track, main line, from Henrietta street to Elk street .....  |                 | 2.41       |
| Single track, Rockton line, from Division street to Meadow street .....                                     |                 | .63        |
| Single track, branch, from Meadow street to Rockton in process, awaiting<br>consents of owners, about ..... |                 | 2.20       |
| Total length of single track on main line and branches .....  |                 | <hr/> 6.24 |
| Weight of rail per yard .....   | 48 lbs.         |            |
| Gauge of track .....  | 4 ft. 8 1/2 in. |            |
| Number of box cars, not motors .....  | 3               |            |
| Open cars, not motors .....   | 5               |            |
| Horses .....  | 7               |            |
| Number of motor cars .....  | 6               |            |
| Sleighs .....   | 2               |            |
| Schedule time making trip one way .....   | 20 min.         |            |
| Cars are run .....  | Every 10 min.   |            |
| Rate of fare per passenger, 5 cents; 24 tickets, \$1; school and commission<br>hours, 34 tickets, \$1.      |                 |            |
| Number of passengers carried in cars during six months .....  | 167,685         |            |
| Average number of employees (including officials) during six months .....                                   | 34              |            |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS. | Annual salary. |
|----------------------|----------------|
| Manager .....        | \$1,300 00     |
| Superintendent ..... | 1,500 00       |
| Bookkeeper .....     | 750 00         |

## OTHER EMPLOYEES.

|                            | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|----------------------------|---|-------------------|
| Conductors, motormen ..... | 12  | \$1 50 and        |
| Watchmen .....             | 12  | )                 |
| Hostlers .....             | 12  | )                 |
| Linemen .....              | 12  | 1 50 and          |
| Engineers .....            | 12  | )                 |
| Firemen .....              | 12  | )                 |

\* Per month.

## Officers of the Company.

| Name.                  | Title.                   | Official Address.            |
|------------------------|--------------------------|------------------------------|
| E. H. JOHNSON.....     | President.....           | 44 Broad street, N. Y. city. |
| J. H. McCLEMENT.....   | Vice-President.....      | 44 Broad street, N. Y. city. |
| THOS. D. MOSSCROP..... | Secretary and Treasurer. | 44 Broad street, N. Y. city. |
| H. K. McCAY.....       | Manager.....             | Amsterdam, N. Y.             |
| JAMES R. SKEEL.....    | Superintendent.....      | Amsterdam, N. Y.             |

## Directors of the Company.

| Name.                   | Residence.        |
|-------------------------|-------------------|
| EDWARD H. JOHNSON.....  | New York city.    |
| JOHN H. McCLEMENT.....  | Brooklyn, N. Y.   |
| JOHN S. WISE.....       | New York city.    |
| GEO. H. FEASONS.....    | New York city.    |
| THOS. D. MOSSCROP.....  | Philadelphia, Pa. |
| EUGENE H. LEWIS.....    | New York city.    |
| ARTHUR S. BEVES.....    | New York city.    |
| EDWARD W. LITTLE.....   | New York city.    |
| SAMUEL INSULL.....      | New York city.    |
| F. A. MASON.....        | New York city.    |
| HENRY HERRICK.....      | Amsterdam, N. Y.  |
| D. CADY.....            | Amsterdam, N. Y.  |
| ROBERT L. HARRISON..... | New York city.    |

Title of company, Amsterdam Street Railroad Company.

General offices at 44 Broad street, New York city; local offices at 102 East Main street, Amsterdam, N. Y.

Date of stockholders' annual meeting, second Monday in December.

For information as to this report, address J. H. McClement, Vice-President, 44 Broad street, New York city.

## ATLANTIC AVENUE—(Brooklyn.)

(Date of charter, May 1, 1872.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter.....                    | 20,000         | \$1,000,000         | .....                                      |
| Issued for actual cash.....                          | 6,002          | \$390,129 89        | \$300,129 89                               |
| Issued on account of construction.....               | 4,200          | 210,000 00          | .....                                      |
| Issued for real estate.....                          | 4,959          | 247,950 00          | .....                                      |
| Issued for equipments.....                           | 2,479          | 123,950 00          | .....                                      |
| Issued additional to stockholders.....               | 946            | 47,270 11           | .....                                      |
| Issued on account Brooklyn and Jamaica<br>stock..... | 814            | 40,700 00           | .....                                      |
| Issued on account Adams street franchise..           | 600            | 30,000 00           | .....                                      |
| Total now outstanding.....                           | 26,000         | \$1,000,000 00      | \$300,129 89                               |

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---|--------------|-----------|------------------|-----------------------------|--|
|   |              | Rate.     | When<br>payable. |                             |  |
| A ntic Avenue Railroad Com-<br>ny. of Brooklyn.....         | May 1, 1894  | p.c<br>7  | May and Nov.     | \$140,500                   | \$121,810 37                                       |
| A ntic Avenue Railroad Com-<br>ny general mortgage bonds... | Oct. 1, 1909 | 5         | April and Oct.   | 759,000                     | 781,862 50   |
| B 'estate mortgages.....                                    | .....        | ..        | .....            | 66,000                      | 66,000 00  |
| tal.....  | .....        | ..        | .....            | \$965,500                   | \$969,172 87                                       |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure..... | \$1,064 97   | \$236,634 97  |
| Electric appliances pertaining to road and superstructure.....   | 2,826 79   | 2,826 79  |
| Right of way.....  |  | 30,000 00   |
| Real estate.....   | 423 23   | 892,883 94  |
| All other buildings and fixtures.....  |  | 271,878 54  |
| Purchase of constructed road.....  |  | 252,830 79  |
| Total cost of road.....  | \$4,318 99   | \$1,657,043 94  |
| <b>EQUIPMENT.</b>  |  |   |
| Horses.....  | \$4,559 52   | \$179,801 61  |
| Harness.....   | 1,299 70   | 19,448 31   |
| Cars.....  | 259 50   | 233,614 97  |
| Alarm registers.....   |  | 19,063 91   |
| Wagons, trucks, snow plows, sleighs.....   |  | 8,163 91  |
| Total cost of equipment.....   | \$3,000 22   | \$450,088 71  |
| Grand total cost of road and equipment.....  | \$1,318 67   | \$2,137,061 94  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |
|---|------------|
| New curves, switches, crossovers, etc.....        | \$1,064 97 |
| Procuring consent for change of motive power..... | 2,826 79   |
| Assessment for improvements.....                  | 423 23     |
| Increased value of harness.....                   | 1,299 70   |
| Increase of car wheels and axles on hand.....     | 259 50     |
| Total.....  | \$5,873 19 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                   | \$478,063 41 |
| Less operating expenses (excluding all taxes).....   | 449,708 51   |
| Net earnings from operation.....                     | \$28,254 90  |
| <i>Income from other sources, as follows, viz.:</i>  |              |
| Rents received for track.....                        | \$52,902 38  |
| Rents received for real estate.....                  | 7,350 04     |
|  | 60,252 42    |
| Gross income from all sources.....                   | \$88,507 32  |
| <i>Deductions from income, as follows, viz.:</i>     |              |
| Taxes on property used in operation of road.....     | \$8,337 37   |
| Taxes on dividends.....                              | 1,500 00     |
| Taxes on earnings and capital stock.....             | 2,466 18     |
| Taxes other than above.....                          | 8,474 66     |
| Interest on funded debt due and accrued.....         | 51,083 83    |
| Interest on loans.....                               | 11,944 74    |
| Rent paid for track.....                             | 8,847 82     |
|  | 82,153 70    |
| Net income from all sources.....                     | \$6,353 62   |
| <i>Payments from net income, as follows, viz.:</i>   |              |
| Dividends declared, 6 per cent on capital stock..... | 60,000 00    |
| Deficit for year ending June 30, 1891.....           | \$53 38      |

## General Income Account.

|  |          |
|--|----------|
| Deficit for year ending June 30, 1891..... | \$53 38  |
| Surplus up to June 30, 1890.....           | 216 12   |
| Total surplus June 30, 1891.....           | \$162 74 |

\* Credit.

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                  |           |    |
|----------------------------|-----------|----|
| From passengers .....      | \$477,000 | 68 |
| From signs in cars .....   | 1,061     | 80 |
| Total gross earnings ..... | \$478,062 | 48 |

| OPERATING EXPENSES.   |           |    |
|---|-----------|----|
| Repairs of roadbed and track .....                          | \$10,884  | 88 |
| Repairs of buildings and fixtures .....                     | 3,073     | 44 |
| Repairs of cars and other vehicles .....                    | 25,873    | 65 |
| Repairs of harness and stable equipment .....               | 4,324     | 49 |
| Horseshoeing .....  | 11,897    | 32 |
| Renewals of horses .....                                    | 19,008    | 26 |
| Provender (including expense of grinding) .....             | 91,695    | 27 |
| Salaries of general officers and clerks .....               | 20,171    | 80 |
| Wages of conductors and drivers on horse cars .....         | 184,313   | 80 |
| Wages of watchmen, starters, switchmen, hostlers, etc ..... | 70,028    | 62 |
| Light and fuel .....  | 4,964     | 13 |
| Water tax .....   | 680       | 30 |
| Damages to persons and property .....                       | 10,576    | 66 |
| Legal expenses .....  | 4,596     | 77 |
| Advertising, printing and office expenses .....             | 7,978     | 77 |
| Insurance .....   | 4,388     | 35 |
| Removal of snow and ice .....                               | 1,684     | 35 |
| Contingencies .....   | 3,708     | 14 |
| Total operating expenses .....                              | \$449,768 | 98 |

## General Balance Sheet June 30, 1891.

| ASSETS.  |             |    |
|--|-------------|----|
| Cost of road .....                             | \$1,687,042 | 95 |
| Cost of equipment .....                        | 450,048     | 06 |
| Other permanent investments, as follows, viz.: |             |    |
| South Brooklyn Central Railroad stock .....    | 148,375     | 00 |
| Current assets, as follows, viz.:              |             |    |
| Cash on hand .....                             | \$23,101    | 33 |
| Open accounts .....                            | 80,603      | 77 |
| Supplies on hand .....                         | 29,354      | 41 |
|  | 132,959     | 41 |
|  | \$2,418,425 | 41 |

| LIABILITIES.                           |             |    |
|--|-------------|----|
| Capital stock .....                    | \$1,000,000 | 00 |
| Funded debt .....                      | 965,500     | 00 |
| Current liabilities, as follows, viz.: |             |    |
| Interest on funded debt accrued .....  | \$17,484    | 93 |
| Dividends unpaid .....                 | 15,000      | 00 |
| Bills payable .....                    | 242,600     | 00 |
| Open accounts .....                    | 10,820      | 63 |
|  | 285,905     | 56 |
| Profit and loss (surplus) .....        | 162,019     | 85 |
|  | \$2,418,425 | 41 |

## Characteristics of Road, Equipment, Etc.

| Length of railway owned by company, as follows:   |  | Miles. |
|---|--|--------|
| Single track, main line from South Ferry to Greenwood, via Fifth avenue.                              |  | 3.5    |
| Single track, main line from Fulton ferry to Atlantic avenue, via Adams street.                       |  | 1.5    |
| Single track, main line from Atlantic and Fifth avenue to Butler street and Nostrand avenue.          |  | 1.75   |
| Single track, branch, from Flatbush and Seventh avenue to Ninth avenue and Twentieth street.          |  | 2      |
| Single track, branch, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. |  | 1      |
| Single track, branch, from Atlantic avenue and Boerum place to Hoyt and Bergen streets.               |  | .5     |
| Single track, branch, from Adams and Front streets to and in Water street.                            |  | .25    |
| Single track, branch, from Hamilton avenue and Hicks street to Atlantic avenue and Hicks street.      |  | 1      |
| Total length of single track on main line and branches.   |  | 11.5   |
| Double track on main line and branches.   |  | 11.25  |
| Engines on main line and branches.  |  | .5     |
| Grand total length of all tracks and sidings owned.   |  | 23.25  |

|   |   |
|---|---|
| Weight of rails per yard.....                                       | 47 to 60 lbs.                                     |
| Gauge of track.....   | 4 feet 8½ in.                                     |
| Number of box cars.....   | 151   |
| Open cars.....  | 149   |
| Horses.....   | 1,141   |
| Schedule time making trip one way.....                              | From 22 to 46 minutes.                            |
| Cars are run.....   | Every 2½ to 10 minutes, according to time of day. |
| Rate of fare per passenger:   |   |
| Adults.....   | 5 cents.  |
| Children.....   | 3 cents.  |
| Number of passengers carried in cars during year.....               | 9,974,129   |
| Average number of employees (including officials), during year..... | 529   |

## Wages, Etc., of Employees.

|                           | Average number of hours on duty per day. | Wages per day.     |
|---------------------------|--|--------------------|
| Conductors.....           | According to law                         | \$2 00             |
| Drivers.....              | According to law                         | 2 00               |
| Starters.....             | 9  | 2 00               |
| Watchmen.....             | 10                                       | * \$12 25 to 13 00 |
| Roadmen.....              | 10                                       | 1 50 to 2 25       |
| Hostlers and feedmen..... | 10                                       | 1 50 to 1 75       |
| Inspectors.....           | .....                                    | 2 00               |
| Car cleaners.....         | 10                                       | 1 50 to 1 75       |
| Tow boys.....             | 10                                       | 1 25               |

## ACCIDENTS.

|                           | Injured. | Killed. | Total. |
|---------------------------|----------|---------|--------|
| Passengers.....           | 6        | .....   | 6      |
| Other, not employees..... | 4        | 1       | 5      |
| Total.....                | 10       | 1       | 11     |

## Officers of the Company.

| Name.                  | Title.         | Official Address. |
|------------------------|----------------|-------------------|
| WM. RICHARDSON.....    | President..... | Brooklyn, N. Y.   |
| WM. J. RICHARDSON..... | Secretary..... | Brooklyn, N. Y.   |
| NEWBERRY H. FROST..... | Treasurer..... | Brooklyn, N. Y.   |

## Directors of the Company.

| Name.                       | Residence.      |
|-----------------------------|-----------------|
| WM. RICHARDSON.....         | Brooklyn, N. Y. |
| FREDERICK A. SCHROEDER..... | Brooklyn, N. Y. |
| NEWBERRY H. FROST.....      | Brooklyn, N. Y. |
| BENJAMIN F. TRACY.....      | Brooklyn, N. Y. |
| SAMUEL W. BOWNE.....        | Brooklyn, N. Y. |
| JAMES H. KIRBY.....         | Brooklyn, N. Y. |
| AUGUSTUS STORRS.....        | Brooklyn, N. Y. |
| JOHN G. JENKINS.....        | Brooklyn, N. Y. |
| WM. J. RICHARDSON.....      | Brooklyn, N. Y. |
| WM. F. REDMOND.....         | Brooklyn, N. Y. |
| JOSEPH O'BRIEN.....         | Brooklyn, N. Y. |
| WILLIAM H. WALLACE.....     | Brooklyn, N. Y. |
| DAVID W. BINNS.....         | Brooklyn, N. Y. |

Title of company, The Atlantic Avenue Railroad Company of Brooklyn.  
 General offices at corner Atlantic and Third avenues, Brooklyn, N. Y.  
 Date of close of fiscal year, September 30.  
 Date of stockholders' annual meeting, fourth Tuesday in April.  
 For information as to this report, address Wm. J. Richardson, Secretary.

## AUBURN CITY.

(Date of charter, October 1, 1884.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | COMMON.        |                  |
|--|----------------|------------------|
|  | No. of shares. | Total par value. |
| Authorized by law or charter and now outstanding ..... | 2,000          | \$50,000         |

## FUNDED DEBT.

| DESIGNATION OF LIEN.            | When due.      | INTEREST.  |                 | Amount outstanding. | Cash realized on amount outstanding. |
|---------------------------------|----------------|------------|-----------------|---------------------|--------------------------------------|
|                                 |                | Rate.      | When payable.   |                     |                                      |
| Two hundred \$1,000 bonds ..... | August 1, 1910 | p. c.<br>6 | Aug. 1 & Feb. 1 | \$200,000           | \$190,000                            |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$41,080 89  | \$51,380 89   |
| Electric appliances pertaining to road and superstructure .....   | 7,084 10   | 7,084 10  |
| Right of way .....  | 1,200 66   | 1,200 66  |
| Real estate .....   | 15,810 00  | 17,310 00   |
| Buildings and fixtures, exclusively used for electric purposes .....  | 25,667 26  | 25,667 26   |
| All other buildings and fixtures .....  | 1,164 00   | 6,409 26  |
| Interest and discount charged to construction .....   | 22,450 26  | 22,450 26   |
| Relaying track .....  |  | 9,009 97  |
| Road built by contract .....  |  | 11,870 75   |
| Purchase of constructed road .....  |  | 50,000 00   |
| Total cost of road .....  | \$114,407 17   | \$202,133 84  |
| EQUIPMENT.  |  |   |
| Horse .....   |  | \$2,607 75  |
| Harness .....   |  | 494 75  |
| Cars, other than motor cars .....   |  | 6,992 41  |
| Motor cars and fixtures .....   | \$28,604 40  | 28,604 40   |
| Wagons, trucks, snow-plows, sleighs .....   | 35 00  | 335 00  |
| Total cost of equipment .....   | \$28,639 40  | \$39,034 31   |
| Gr total cost of road and equipment .....   | \$143,046 57   | \$241,168 15  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |   |                     |
|--|---|---------------------|
| Constructing Owasco street line, 2¼ miles.....               | } | \$41,000 00         |
| Constructing Seymour street line, 1 mile .....               |   |                     |
| Rebuilding Genesee and State streets.....                    |   | 15,010 00           |
| Owasco street, right of way .....                            |   | 1,300 00            |
| Land for power station in city, and property at lake.....    |   | 26,600 00           |
| Power station, car shed, with machinery and equipments ..... |   | 1,100 00            |
| Depots at lake .....   |   | 22,450 00           |
| Discount on bonds and expenses of reorganization.....        |   | 7,000 00            |
| Electric construction.....                                   |   | 26,000 00           |
| Cars and equipments .....                                    |   | 30 00               |
| Snow-plow .....  |   |                     |
|  |   | <u>\$143,060 00</u> |

## Income Account for Year Ending June 30, 1891.

|  |                   |
|--|-------------------|
| Gross earnings from operation .....                | \$20,136 41       |
| Less operating expenses (excluding all taxes)..... | 18,016 41         |
| Net earnings from operation .....                  | <u>\$1,719 00</u> |

## Income from other sources, as follows, viz.:

|                                    |         |                   |
|------------------------------------|---------|-------------------|
| Rents.....                         | \$87 97 |                   |
| Sales .....                        | 92 00   |                   |
|                                    |         | <u>179 97</u>     |
| Gross income from all sources..... |         | <u>\$1,898 97</u> |

## Deductions from income, as follows, viz.:

|  |          |               |
|--|----------|---------------|
| Taxes on property used in operation of road..... | \$178 26 |               |
| Taxes on earnings and capital stock .....        | 65 17    |               |
|  |          | <u>243 43</u> |

|   |                   |
|---|-------------------|
| Surplus for year ending June 30, 1891 ..... | <u>\$1,655 54</u> |
|---|-------------------|

## General Income Account.

|   |                   |
|---|-------------------|
| Surplus for year ending June 30, 1891 ..... | \$1,655 54        |
| Surplus up to June 30, 1890.....            | 637 00            |
| Total surplus June 30, 1891.....            | <u>\$2,292 54</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |                    |
|----------------------|--------------------|
| From passengers..... | <u>\$20,136 41</u> |
|----------------------|--------------------|

## OPERATING EXPENSES.

|   |                    |
|---|--------------------|
| Repairs of roadbed and track, operated by mechanical traction, including overhead and underground wires, and all other track fixtures ..... | \$207 00           |
| Repairs of roadbed and track, operated by horses .....  | 202 00             |
| Repairs of buildings and fixtures, exclusively used for mechanical power, .....   | 34 11              |
| Repairs of engines .....  | 78 36              |
| Repairs of cars (not motors) and other vehicles .....   | 130 00             |
| Repairs of motor cars and fixtures .....  | 240 01             |
| Repairs of harness and stable equipment.....  | 20 30              |
| Horseshoeing.....   | 333 30             |
| Provender (including expense of grinding).....  | 2,413 44           |
| Salaries of general officers and clerks.....  | 1,650 00           |
| Wages of conductors and motormen on cars propelled by mechanical traction.....  | 2,424 13           |
| Wages of conductors and drivers on horse cars.....  | 1,653 33           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....   | 1,711 27           |
| Wages of engineer, fireman and all others employed at power-house.....  | 2,804 01           |
| Oil and waste.....  | 71 01              |
| Fuel, light and other supplies used at power-house .....  | 10 00              |
| Water tax .....   | 71 01              |
| Damages to property.....  | 10 00              |
| Legal expenses.....   | 14 56              |
| Advertising, printing and office expenses .....   | 10 00              |
| Insurance .....   | 10 00              |
| Removal of snow and ice .....   | 20 00              |
| Contingencies.....  | 11 00              |
| Repairs, tools .....  |                    |
| Total operating expenses .....  | <u>\$40,000 00</u> |



# AUBURN CITY.

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## General Balance Sheet June 30, 1891.

### ASSETS.

|   |              |
|---|--------------|
| Cost of road .....                            | \$292,183 84 |
| Cost of equipment .....                       | 39,034 31    |
| <i>Current assets, as follows, viz.:</i>      |              |
| Cash on hand .....                            | 4,064 20     |
| Bills receivable .....                        | 645 00       |
| Open accounts .....                           | 25 90        |
| Supplies on hand .....                        | 2,858 23     |
| Deposit with Brewster, Cobb & Estabrook ..... | 14,883 04    |
|   | <hr/>        |
|   | \$263,644 52 |

### LIABILITIES.

|   |              |
|---|--------------|
| Capital stock .....                           | \$50,000 00  |
| Funded debt .....                             | 200,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |              |
| Bills payable .....                           | 5,508 18     |
| Open accounts .....                           | 5,842 99     |
| Profit and loss (surplus) .....               | 2,293 35     |
|   | <hr/>        |
|   | \$263,644 52 |

### Characteristics of Road, Equipment, Etc.

|  |                 |
|--|-----------------|
| <i>Length of railway owned by company, as follows:</i>   | Miles.          |
| Genesee street from Seward avenue to State street, Perry street from Ross street to Franklin street, Franklin street from Perry street to Seminary avenue, Seminary avenue from Franklin street to Genesee street, State street from Genesee street to Seymour street, Seymour street from State street to Division street, Division street from Seymour street to Aurelius avenue, Aurelius avenue from Division street to foot of Wall street, Clark street from State street to Aurelius avenue, Owasco street from Genesee street to foot of Owasco lake; total length of track, main line ..... | 6.83            |
| Switches and turnouts .....  | .44             |
| Total length of all tracks and sidings owned .....   | <hr/> 7.27      |
| Weight of rails per yard .....   | 45 lbs          |
| Gauge of track .....   | 4 ft. 8½ in.    |
| Number of box cars, not motors .....   | 8               |
| Open cars, not motors .....  | 3               |
| Horses and mules .....   | 8               |
| Number of motor cars .....   | 7               |
| Schedule time making trip one way .....  | 1 hour          |
| Cars are run .....   | 20 min. headway |
| Rate of fare per passenger, 5 cents, cash; 4 1-8 cents, ticket rates.  |                 |
| Number of passengers carried in cars during year .....   | 412,370         |
| Average number of employees (including officials) during year .....  | 18              |

### Salaries, Wages, Etc., of Officers and Employees.

|                      | OFFICERS. | Annual salary. |
|----------------------|-----------|----------------|
| Superintendent ..... |           | \$1,500 00     |
| Secretary .....      |           | 900 00         |

### OTHER EMPLOYEES.

|                               | Average number of hours on duty per day. | Wages per day. |
|-------------------------------|--|----------------|
| Conductors and motormen ..... | 12                                       | \$1 50         |
| Drivers .....                 | 14                                       | 1 15           |
| Switchmen .....               | 12                                       | 1 30           |
| Firemen .....                 | 10                                       | 1 50           |
| Helpers .....                 | 14                                       | 1 15           |

### Officers of the Company.

| Name.                | Title.               | Official Address. |
|----------------------|----------------------|-------------------|
| DAVID B. GOULD ..... | President .....      | St. Louis, Mo.    |
| H. UNDERWOOD .....   | Secretary .....      | Auburn, N. Y.     |
| Y. E. STORKE .....   | Treasurer .....      | Auburn, N. Y.     |
| F. WELLS .....       | Superintendent ..... | Auburn, N. Y.     |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Directors of the Company.

| Name.               | Residence.     |
|---------------------|----------------|
| DAVID B. GOULD..... | St. Louis, Mo. |
| G. W. ALLEN.....    | Auburn, N. Y.  |
| JAY E. STORKE.....  | Auburn, N. Y.  |
| D. A. SMITH.....    | Auburn, N. Y.  |
| GEO. H. NYE.....    | Auburn, N. Y.  |
| H. E. COBB.....     | Boston, Mass.  |
| U. O. CRANE.....    | New York city. |

Title of company, The Auburn City Railway Company.

General offices at Auburn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information as to this report, address A. H. Underwood, Secretary.

## BABYLON.

(Date of charter, April 15, 1871.)

## Capital Stock.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding |
|---|----------------|---------------------|---|
| Authorized by law or charter.....           | 1,000          | \$25,000            | .....                                     |
| Issued for actual cash and now outstanding. | 224            | 5,600               | \$5,000                                   |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails.....      | \$207 51   | \$10,904 98   |
| EQUIPMENT.                                  |  |   |
| Cars.....                                   | .....  | 1,100 00  |
| Grand total cost of road and equipment..... | \$207 51   | \$12,004 98   |

## \* DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                                       |          |
|---------------------------------------|----------|
| Lumber and freight from New York..... | \$100 00 |
| Painting cars.....                    | 30 00    |
| Repairing track.....                  | 47 00    |
| Total.....                            | \$177 00 |

## Income Account for Year Ending June 30, 1891.

|  |       |
|--|-------|
| Gross earnings from operation.....                 | \$ 75 |
| Less operating expenses (excluding all taxes)..... | 1 71  |
| Deficit for year ending June 30, 1891.....         | \$ 76 |

\* This is incorrect; all this appears in operating expenses.— R. R. Commis-

**Operating Expenses.**

|   |                   |
|---|-------------------|
| Repairs of roadbed and track .....                  | \$147 61          |
| Repairs of cars .....                               | 60 00             |
| Five horses hired .....                             | 696 10            |
| Wages of conductors and drivers of horse cars ..... | 225 00            |
| Rent of car buildings .....                         | 50 00             |
| <b>Total operating expenses .....</b>               | <b>\$1,178 71</b> |

**\* General Balance Sheet June 30, 1891.****ASSETS.**

|  |                    |
|--|--------------------|
| Cost of road .....                       | \$10,904 96        |
| Cost of equipment .....                  | 1,100 00           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Supplies on hand .....                   | 10,988 38          |
| Profit and loss (deficiency) .....       | 372 76             |
|  | <b>\$23,366 10</b> |

**LIABILITIES.**

|   |                    |
|---|--------------------|
| Capital stock .....                           | \$5,600 00         |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Bills payable .....                           | 11,880 69          |
| Profit and loss (surplus) .....               | 6,485 41           |
|   | <b>\$23,366 10</b> |

**Characteristics of Road, Equipment, Etc.**

|  |                                 |
|--|---------------------------------|
| Single track, main line, from Montauk railroad to steamboat dock, miles: | 1.53                            |
| Weight of rail per yard .....  | 60 lbs.                         |
| Gauge of track .....   | 4 ft. 9 in.                     |
| Number of box cars .....   | 3                               |
| Open cars .....  | 1                               |
| Schedule time making trip one way .....                                  | 10 min.                         |
| Cars are run .....   | Twelve times per day, each way. |
| Rate of fare per passenger .....   | 5, 8 and 10 cts.                |
| Number of passengers carried in cars during year .....                   | 4,170                           |
| Average number of employees (including officials), during year .....     | 6                               |

**Wages, Etc., of Employees.**

|                     | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|---------------------|---|-------------------|
| One conductor ..... | 8   | \$1 00            |
| Two drivers .....   | 8   | 1 33½             |
| One boy .....       | 8   | 88½               |

**Officers of the Company.**

| Name.                      | Title.               | Official Address      |
|----------------------------|----------------------|-----------------------|
| WASHINGTON F. NORTON ..... | President .....      | Babylon, L. I., N. Y. |
| JOSEPH M. SAMMIS .....     | Secretary .....      | Babylon, L. I., N. Y. |
| JOHN R. REID .....         | Treasurer .....      | Babylon, L. I., N. Y. |
| DAVID S. S. SAMMIS .....   | Superintendent ..... | Babylon, L. I., N. Y. |

**Directors of the Company.**

| Name.                      | Residence.            |
|----------------------------|-----------------------|
| DAVID S. S. SAMMIS .....   | Babylon, L. I., N. Y. |
| JOHN R. REID .....         | Babylon, L. I., N. Y. |
| JOSEPH M. SAMMIS .....     | Babylon, L. I., N. Y. |
| WASHINGTON F. NORTON ..... | Babylon, L. I., N. Y. |
| EDWARD M. SAMMIS .....     | Babylon, L. I., N. Y. |
| EDWARD DODD .....          | Babylon, L. I., N. Y. |

Title of company, The Babylon Railroad Company.

General offices at Babylon, Suffolk county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in April.

For information as to this report, address John B. Reid, Treasurer.

### BINGHAMTON.

(Date of charter, March 24, 1890.)

For history of organization, see Report of 1899.

#### Capital Stock and Funded Debt.

##### CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter .....     | 1,600          | \$160,000 00        | .....                                      |
| Issued for actual cash.....            | 12 2-16        | \$1,212 50          | \$1,212 50                                 |
| Issued on account of construction..... | 250            | 25,000 00           | .....                                      |
| Issued for constructed roads .....     | 1,135 5-16     | 118,531 25          | .....                                      |
| Total now outstanding.....             | 1,397 7-16     | \$139,743 75        | \$1,212 50                                 |

##### FUNDED DEBT.

| DESIGNATION OF LIEN.      | When due.     | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---------------------------|---------------|-----------|------------------|-----------------------------|--|
|                           |               | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds..... | April 1, 1910 | p c.<br>6 | April & Oct.     | \$182,000                   | \$175.75   |

#### Cost of Road and Equipment.

| ROAD.  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric<br>appliances pertaining to road and superstructure ..... | \$12,996 22  | \$1, --- 75   |
| Electric appliances pertaining to road and superstructure,   | 3,363 53   | 27, 15  |
| Right of way .....   | 175 00   | 35  |
| Real estate.....   | 4,688 73   | 33  |
| Buildings and fixtures, exclusively used for electric<br>purposes .....  | 671 89   | 00  |
| All other buildings and fixtures .....   | 5,970 95   | 8 61  |
| Interest and discount charged to construction .....  | 1,071 59   | 5,1 07  |
| Road built by contract.....  | 60,601 40  | 60, 40  |
| Purchase of constructed road.....  | 11,547 74  | 1, 74   |
| Total cost of road.....  | \$101,036 55   | \$3, 55   |

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|---|
| Horses .....                                 | \$65 00  | \$2,735 08  |
| Harness .....                                | 111 71   | 111 71  |
| Cars, other than motor cars.....             | 8,176 33   | 21,562 27   |
| Motor cars and fixtures .....                | 19,831 45  | 70,900 14   |
| Engine and boiler at station.....            | 2,899 70   | 2,899 70  |
| Wagons, trucks, snow-plow, sleighs .....     | 430 48   | 560 48  |
| Total cost of equipment.....                 | \$26,614 67  | \$98,769 30   |
| Grand total cost of road and equipment ..... | \$127,651 22   | \$387,054 15  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |              |
|---|--------------|
| Extension, rebuilding and widening gauge .....  | \$12,936 22  |
| Wire work, track and overhead .....   | 3,363 53     |
| Right of way, suspension bridge .....   | 175 00       |
| Payments on land for railroad purposes .....  | 4,638 78     |
| Foundation for engine and dynamos and improvements on buildings .....   | 671 39       |
| Car-house .....   | 5,970 95     |
| Interest and discount on account of construction .....  | 1,071 59     |
| Roads built by contract .....   | 60,601 40    |
| Purchase of constructed roads .....   | 11,647 74    |
| Exchange of horses .....  | 65 00        |
| Harness .....   | 111 71       |
| Two closed and two open car bodies .....  | 3,176 33     |
| One 110-horse power dynamo, four double thirty-horse power motors,<br>complete, five Brill independent trucks ..... | 19,931 45    |
| Engine and boiler at station .....  | 2,899 70     |
| Snow-plows, wagons, etc .....   | 430 48       |
| Total .....   | \$127,651 22 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....  | \$39,148 18 |
| Less operating expenses (excluding all taxes) .....  | 28,904 82   |
| Net earnings from operation .....  | \$10,243 36 |
| Income from other sources, as follows, viz.:   |             |
| Advertising, etc.....  | 1,881 78    |
| Gross income from all sources .....  | \$12,125 14 |
| Deductions from income, as follows, viz.:  |             |
| Taxes on property used in operation of road, on earnings<br>and capital stock and all other taxes..... | \$1,033 78  |
| Interest on funded debt due and accrued.....   | 10,920 00   |
|  | 11,953 78   |
| Surplus for year ending June 30, 1891.....   | \$171 36    |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$171 36    |
| Surplus up to June 30, 1890.....            | \$8,840 47  |
| Profit and loss, 1891.....                  | 4,894 78    |
|   | 11,725 25   |
| Total surplus June 30, 1891.....            | \$11,896 61 |

## Analysis of Gross Earnings and Operating Expenses.

| * EARNINGS.       |             |
|-------------------|-------------|
| 1 passengers..... | \$39,148 18 |

70 divisions of this road were abandoned or disconnected for a period of about ten  
 12, owing to construction of sewers and pavement and repairs to bridge, showing  
 a net \$4,100 by comparison with the same period in the previous year.

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| Repairs of roadbed and track (operated by mechanical traction), including overhead and underground wires, and all other track fixtures ..... | \$126 14           |
| Repairs of all other buildings and fixtures .....  | 1 40               |
| Repairs of cars (not motors) and other vehicles .....  | 20 87              |
| Repairs of motor cars and fixtures .....   | 608 87             |
| Repairs of harness and stable equipment .....  | 9 46               |
| Horseshoeing .....   | 237 70             |
| Provender (including expense of grinding) .....  | 1,998 92           |
| Salaries of general officers and clerks .....  | 1,391 50           |
| Wages of conductors and motormen on cars propelled by mechanical traction; engineer, fireman and all others employed at power house....      | 12,759 98          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. ....   | 2,505 00           |
| Light, fuel and other supplies .....   | 656 29             |
| Power .....  | 5,572 12           |
| Damages to property .....  | 75 15              |
| Legal expenses .....   | 197 10             |
| Advertising, printing and office expenses .....  | 916 10             |
| Insurance .....  | 423 08             |
| Removal of snow and ice .....  | 108 47             |
| Contingencies .....  | 151 26             |
| <b>Total operating expenses .....</b>  | <b>\$38,904 23</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road .....                       | \$268,264 95        |
| Cost of equipment .....                  | 98,769 00           |
| <i>Current assets, as follows, viz.:</i> |                     |
| Open accounts .....                      | \$1,557 08          |
| Supplies on hand .....                   | 500 00              |
|  | <b>\$389,111 12</b> |

## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....                           | \$139,743 75        |
| Funded debt .....                             | 189,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt due and accrued ..... | \$3,344 10          |
| Bills payable .....                           | 43,967 87           |
| Open accounts .....                           | 7,950 00            |
| Cash overdraft .....                          | 179 20              |
| Profit and loss (surplus) .....               | 11,694 51           |
|   | <b>\$389,111 12</b> |

## Characteristics of Road, Equipment, Etc.

|   |              |
|---|--------------|
| <i>Length of railway owned by company, as follows:</i>              | <b>Miles</b> |
| Single track, main line .....                                       | 11.67        |
| Single track, branch .....  | .60          |
| <b>Total length of single track on main line and branches .....</b> | <b>12.27</b> |
| Sidings on main line and branches .....                             | .45          |
| <b>Total length of all tracks and sidings owned .....</b>           | <b>12.72</b> |

|  |   |
|--|---|
| Weight of rail per yard .....  | 25, 35 and 40 lbs. T. and 62 lbs. girder.         |
| Gauge of track .....   | 4 ft. 8 1/2 in.                                   |
| Number of box cars, not motors .....                                 | 5   |
| Open cars, not motors .....  | 11  |
| Horses and mules .....   | 13  |
| Number of motor cars .....   | 13  |
| Schedule time making trip one way .....                              | Average 4 1/2                                     |
| Cars are run .....   | Every 15 minutes in summer; 20 to 30 minutes in w |
| Rate of fare per passenger .....                                     | Cash, 5 cents; tickets, 4 c                       |
| Number of passengers carried in cars during year .....               | 84  |
| Average number of employees (including officials), during year ..... | 35  |

## Salaries, Wages, Etc., of Officers and Employees.

|                      |                  |               |           |
|----------------------|------------------|---------------|-----------|
|                      | <b>OFFICERS.</b> | <b>Annual</b> | <b>P.</b> |
| Superintendent ..... |                  |               | 10        |

## OTHER EMPLOYEES.

|                  | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|------------------|---|-------------------|
| Conductors ..... | 12  | \$1 50            |
| Drivers .....    | 14  | *40 00            |
| Starters .....   | 14  | †15 00            |
| Watchmen .....   | 12  | †10 00            |
| Roadmen .....    | 10  | *50 00            |
| Hostlers .....   | 14  | *25 00            |
| Motormen .....   | 12  | 1 50              |

## ACCIDENTS.

|                 | Injured. |
|-----------------|----------|
| Employees ..... | 1        |

## Officers of the Company.

| Name.                 | Title.               | Official Address. |
|-----------------------|----------------------|-------------------|
| J. B. LANDFIELD ..... | President .....      | Binghamton, N. Y. |
| C. O. ROOT .....      | Secretary .....      | Binghamton, N. Y. |
| G. T. ROGERS .....    | Treasurer .....      | Binghamton, N. Y. |
| J. P. E. CLARK .....  | Superintendent ..... | Binghamton, N. Y. |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| J. B. LANDFIELD .....  | Binghamton, N. Y. |
| GUSTAVE STICKLEY ..... | Auburn, N. Y.     |
| GEORGE WHITNEY .....   | Binghamton, N. Y. |
| G. T. ROGERS .....     | Binghamton, N. Y. |
| T. S. ROGERS .....     | Binghamton, N. Y. |
| J. P. E. CLARK .....   | Binghamton, N. Y. |
| C. O. ROOT .....       | Binghamton, N. Y. |

Title of company, Binghamton Street Railroad Company.

General offices at 114 State street, Binghamton, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, second Tuesday in July.

For information as to this report, address G. T. Rogers, Treasurer.

## BINGHAMTON AND PORT DICKINSON.

## LESSOR.

(Date of charter, May 1, 1868.)

As noted above, the Binghamton and Port Dickinson Railroad Company was chartered May 1, 1868. The total amount of capital stock is \$37,164.50. Animal power only is used in the operation of the road. The road is for the conveyance of passengers, no freight being carried.

The Binghamton and Port Dickinson Railroad is leased to N. L. Osborn of Binghamton, N. Y., for a period of ten years. The lessee pays a monthly rental of \$275 per month to the company. The length of the entire road is a little more than seven miles, having been extended to Lestershire, a manufacturing district near Binghamton. The gauge of the road is 4 feet 8½ inches. The operation of the road and the entire management is in the hands of the lessee, N. L. Osborn, from whom all reports as to mileage and as to earnings may be obtained. The entire profit from the operation of the road goes to the lessee, N. L. Osborn, he paying the company the aforesaid rental per month. The equipment is furnished and owned by the lessee.†

† Per week.

See the filing of the report for year ending June 30, 1891, the road has, as this is informed, passed into other hands.— R. R. Commissioners.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. |
|---|----------------|---------------------|
| Issued on account of construction and now outstanding.. | 271.645        | \$27,164            |

| Cost of Road.                           | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Roadbed, superstructure and rails ..... | \$4,284 15                         |
| Road built by contract .....            | 27,164 50                          |
| Total cost of road .....                | <u>\$31,448 65</u>                 |

## Income Account for Year Ending June 30, 1891.

|   |                 |
|---|-----------------|
| <i>Income from all sources, as follows, viz.:</i> |                 |
| Rental from lessee .....                          | \$3,000 00      |
| <i>Deductions from income, as follows, viz.:</i>  |                 |
| Taxes on property used in operation of road.....  | \$874 75        |
| Taxes on earnings and capital stock.....          | 73 28           |
| Taxes other than above.....                       | 94 97           |
| Repairs and general expenses borne by lessor..... | 1,576 33        |
|   | <u>2,549 33</u> |
| Surplus for year ending June 30, 1891.....        | <u>\$450 67</u> |

## General Income Account.

|   |                 |
|---|-----------------|
| Surplus for year ending June 30, 1891 ..... | \$450 67        |
| Deficit up to June 30, 1890 .....           | 760 31          |
| Total deficit June 30, 1891 .....           | <u>\$309 64</u> |

## Repairs and General Expenses Borne by Lessor.

|                                    |                   |
|------------------------------------|-------------------|
| Repairs of roadbed and track ..... | \$1,334 33        |
| Salaries of clerks.....            | 100 00            |
| Legal expenses.....                | 138 00            |
| Contingencies.....                 | 4 00              |
| Total .....                        | <u>\$1,576 33</u> |

## Characteristics of Road, Equipment, Etc.

|  |            |
|--|------------|
| <i>Length of railway owned by company, as follows:</i>               | Miles      |
| Single track, main line .....  | 7          |
| Second track on main line and branches .....                         | .5         |
| Sidings on main line and branches.....                               | .1         |
| Total length of all tracks and sidings owned.....                    | <u>7.6</u> |
| Weight of rails per yard, 30 lbs.; gauge of track, 4 feet 8½ inches, |            |

## Officers of the Company.

| Name.                       | Title.                     | Official Address. |
|-----------------------------|----------------------------|-------------------|
| H. WESTCOTT.....            | President .....            | Binghamton, N. Y. |
| G. M. HARRIS .....          | Secretary and Treasurer... | Binghamton, "     |
| N. L. OSBORNE (lessee)..... | Superintendent.....        | Binghamton, "     |

## Directors of the Company.

| Name.               | Residence.     |
|---------------------|----------------|
| T. G. RICH.....     | Binghamton, N. |
| H. WESTCOTT .....   | Binghamton, "  |
| T. G. RICH, Jr..... | Binghamton, "  |
| C. BEAN .....       | Binghamton, "  |
| O. WATERMAN.....    | Binghamton, "  |
| E. B. RICH .....    | Binghamton, "  |
| G. M. HARRIS .....  | Binghamton, "  |



Title of company, Binghamton and Port Dickinson Railroad Company.  
 General offices at Binghamton, N. Y.  
 Date of close of fiscal year, December 31.  
 Date of stockholders' annual meeting, first Monday in August.  
 For information as to this report, address G. M. Harris, Secretary and Treasurer.

## BINGHAMTON AND PORT DICKINSON.

## LESSEE.

## \* Cost of Equipment.

|  | Total cost. |
|--|-------------|
| Horses.....                              | \$3,750 00  |
| Harness.....                             | 300 00      |
| Cars.....                                | 8,000 00    |
| Wagons, trucks, snow-plows, sleighs..... | 350 00      |
| Total cost of equipment.....             | \$12,400 00 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                 | \$12,865 47 |
| Less operating expenses (excluding all taxes)..... | 11,130 00   |
| Net earnings from operation.....                   | \$1,735 47  |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Rental paid lessor.....                            | 3,000 00    |
| Deficit for year ending June 30, 1891.....         | \$1,264 53  |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |             |
|----------------------|-------------|
| From passengers..... | \$12,865 47 |
|----------------------|-------------|

## OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of roadbed and track.....                                   | \$1,500 00 |
| Repairs of cars and other vehicles.....                             | 300 00     |
| Repairs of harness and stable equipment.....                        | 100 00     |
| Horseshoeing.....   | 500 00     |
| Renewals of horses and mules.....                                   | 700 00     |
| Provender (including expense of grinding).....                      | 3,500 00   |
| Wages of conductors and drivers on horse cars.....                  | 3,100 00   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,750 00   |
| Light and fuel.....   | 150 00     |
| Water tax.....  | 35 00      |
| Advertising, printing and office expenses.....                      | 10 00      |
| Insurance.....  | 185 00     |
| Removal of snow and ice.....  | 300 00     |

|                               |             |
|-------------------------------|-------------|
| Total operating expenses..... | \$11,130 00 |
|-------------------------------|-------------|

## Characteristics of Road, Equipment, Etc.

|  |        |
|--|--------|
| <i>Length of railway owned by company, as follows, viz.:</i> | Miles. |
| Main track, main line, from North End to Port Dickinson..... | 6      |
| Side track on main line.....                                 | .50    |
| Sidings on main line.....                                    | .125   |
| Total length of all tracks and sidings owned.....            | 6.625  |

Equipment belonging to lessee.

Lessee does not agree with lessor's report, ante.—R. R. Commissioners.

## REPORT OF THE RAILROAD COMMISSIONERS.

|   |                 |
|---|-----------------|
| Weight of rail per yard .....   | 19 to 35 lbs.   |
| Gauge of track .....  | 4 feet 8½ in.   |
| Number of box cars .....  | 1               |
| Open cars .....   | 5               |
| Horses and mules .....  | 3               |
| Schedule time making trip one way .....   | 30 min.         |
| Cars are run — every 15 minutes on main section — end sections 8 times per day — road run in 3 sections ..... |                 |
| Rate of fare per passenger .....  | 3, 4 and 5 cts. |
| Average number of employees (including officials) during year .....   | 10              |

## Wages, Etc., of Employees.

|               | Average number of hours on duty per day. | Wages per day. |
|---------------|--|----------------|
| Drivers ..... | 10 to 14                                 | \$1 3          |

For information as to this report, address N. L. Osborn, lessee.

## BLEECKER STREET AND FULTON FERRY (New York city).

LESSOR.

LESSEE.—TWENTY-THIRD STREET.

(Date of charter, December 12, 1864.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter, and now outstanding ..... | 9,000          | \$900,000        | \$900,000                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.    | INTEREST. |               | Amount outstanding. | res on am outs. |
|----------------------------|--------------|-----------|---------------|---------------------|-----------------|
|                            |              | Rate.     | When payable. |                     |                 |
| First mortgage bonds ..... | Jan. 1, 1930 | p.c.<br>7 | Jan. & July   | \$700,000           |                 |

# BLEECKER STREET AND FULTON FERRY.

711

## Cost of Road and Equipment.

|  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Roadbed, superstructure and rails.....   | \$1,749,812 14                     |
| Buildings and fixtures.....              | 28,523 49                          |
| Extension of Eleventh avenue tracks..... | 23,595 96                          |
| Total cost of road and equipment.....    | <u>\$1,801,931 58</u>              |

## General Balance Sheet June 30, 1891.

| ASSETS.                         |                       |
|---------------------------------|-----------------------|
| Cost of road and equipment..... | <u>\$1,801,931 58</u> |
| LIABILITIES.                    |                       |
| Capital stock.....              | \$900,000 00          |
| Funded debt.....                | 700,000 00            |
| Profit and loss (surplus).....  | 201,931 58            |
|                                 | <u>\$1,801,931 58</u> |

## Officers of the Company.

| Name.                 | Title.                        | Official Address. |
|-----------------------|-------------------------------|-------------------|
| JOHN H. SELMES .....  | President.....                | New York city.    |
| THOMAS H. McLEAN..... | Secretary and Treasurer ..... | New York city.    |

## Directors of the Company.

| Name.                  | Residence.     |
|------------------------|----------------|
| JOHN H. SELMES.....    | New York city. |
| ISAAC HENDRIX.....     | New York city. |
| JOSEPH JACOBS.....     | New York city. |
| JOHN DOWNEY.....       | New York city. |
| SAMUEL ROWLAND.....    | New York city. |
| A. S. ROSENBAUM.....   | New York city. |
| THOMAS H. McLEAN.....  | New York city. |
| ALEX. E. KUESHEDT..... | New York city. |
| JOHN F. CARROLL.....   | New York city. |
| LOUIS S. BRUSH.....    | New York city. |
| JOHN H. MURPHY.....    | New York city. |
| MATTHEW H. BEERS.....  | New York city. |
| OTIS W. RANDALL.....   | New York city. |

Title of company, Bleecker Street and Fulton Ferry Railroad Company.

General offices at 621 West Twenty-third street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Monday in January.

For information as to this report, address Thos. H. McLean, Secretary and Treasurer.

## BROADWAY OF BROOKLYN.

(Date of charter, August 20, 1858.)

For history of organization, see Reports of 1885 and 1888.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter .....                       | 5,250          | \$525,000           | .....                                      |
| Issued for actual cash .....                             | 3,550          | \$355,000           | \$355,000                                  |
| Issued on account of construction.....                   | 950            | 95,000              | .....                                      |
| Issued on account of real estate and equip-<br>ment..... | 750            | 75,000              | .....                                      |
| Total now outstanding .....                              | 5,250          | \$525,000           | .....                                      |

## FUNDED DEBT.

| DESIGNATION OF LIEN.   | When due. | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|--|-----------|-----------|---------------|---------------------|--------------------------------------|
|  |           | Rate.     | When payable. |                     |                                      |
| *First mortgage bonds of the Broadway Railroad Company.....  | .....     | p.c.<br>5 | Jan. & July   | \$250,000           | \$225.00                             |
| *First mortgage bonds of the Yates Avenue and Flatbush Railroad Company, now Summer Avenue Branch, issued to build and equip the same and guaranteed by the Broadway Railroad Co.... | .....     | 5         | Jan. & July   | 100,000             | 100.00                               |
| Total .....  | .....     | .....     | .....         | \$350,000           | \$325.00                             |

## Cost of Road and Equipment..

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails.....  | \$291 28   | \$241,518 00  |
| Real estate, buildings and fixtures .....                                     | 628 00   | 216,929 00  |
| Road built by contract.....   | .....  | 96,000 00   |
| Total cost of road .....  | \$919 28   | \$553,447 00  |
| EQUIPMENT.  |  |   |
| Horses, harness, cars and fixtures, wagons, trucks, snow-plows, sleighs ..... | 3,000 00   | 324,745 00  |
| Grand total cost of road and equipment.....                                   | \$3,919 28   | \$878,192 00  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |          |                    |
|--|----------|--------------------|
| One hundred and ten feet, six inches of curbing at Bergen street depot.....            | \$55 25  |                    |
| Relaying and cutting curb at Bergen street depot.....                                  | 25 25    |                    |
| On account of new switch at Bergen street depot.....                                   | 210 78   | \$391 28           |
| Assessment for grading and paving Dean street from Albany to Troy avenue .....         | \$375 00 |                    |
| Flagging sidewalk at the Bergen street depot.....                                      | 180 00   |                    |
| Putting in sewer and connecting leaders with the same, at the Bergen street depot..... | 73 00    |                    |
| Added twenty horses.....   |          | 628 00<br>3,000 00 |
| Total .....  |          | \$3,919 28         |

## Income Account for Year Ending June 30, 1891.

|  |       |    |
|--|-------|----|
| Gross earnings from operation.....                 | \$1.. | 77 |
| Less operating expenses (excluding all taxes)..... | 314   | 18 |
| Net earnings from operation.....                   | \$80  | 59 |

\* These bonds were payable January 1, 1889. By an agreement entered into with bondholders June, 1888, the time for the redemption of the same has been extended; they now are payable at any time upon giving six months' notice to the registered owners thereof, and the interest on the same from January 1, 1889, reduced to five per annum.

## BROADWAY OF BROOKLYN.

713

*Income from other sources, as follows, viz.:*

|   |          |                   |
|---|----------|-------------------|
| Rent of advertising privileges in cars..... | \$740 00 |                   |
| Rent of tracks.....                         | 864 86   |                   |
| Rent of building.....                       | 400 00   |                   |
| Interest.....                               | 1,095 28 |                   |
| Miscellaneous.....                          | 134 20   |                   |
|   |          | <u>\$3,233 84</u> |

Gross income from all sources..... \$33,715 36

*Deductions from income, as follows, viz.:*

|  |             |                  |
|--|-------------|------------------|
| Taxes on property used in operation of road..... | \$10,706 49 |                  |
| Taxes on earnings and capital stock.....         | 4,146 84    |                  |
| Taxes other than above.....                      | 608 48      |                  |
| Interest on funded debt due and accrued.....     | 17,600 00   |                  |
|  |             | <u>32,961 81</u> |

Net income from all sources..... \$50,753 54

*Payments from net income, as follows, viz.:*

Dividends declared, 7½ per cent on capital stock..... 39,375 00

Surplus for year ending June 30, 1891..... \$11,378 54

**General Income Account.**

|  |             |                    |
|--|-------------|--------------------|
| Surplus for year ending June 30, 1891.....   |             | \$11,378 54        |
| Surplus up to June 30, 1890.....   | \$26,045 21 |                    |
| Less charged to profit and loss account in suit to sustain the right, under an act of the Legislature, to lay tracks on Central avenue. Decision against us..... | 5,588 12    |                    |
|  |             | <u>20,457 09</u>   |
| Total surplus June 30, 1891.....   |             | <u>\$31,835 63</u> |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

From passengers..... \$394,673 67

**OPERATING EXPENSES.**

|   |            |  |
|---|------------|--|
| Repairs of roadbed and track.....                                   | \$7,962 06 |  |
| Repairs of buildings and fixtures.....                              | 630 38     |  |
| Repairs of cars and other vehicles.....                             | 12,791 55  |  |
| Repairs of harness and stable equipment.....                        | 2,758 43   |  |
| Horseshoeing.....   | 10,032 70  |  |
| Renewals of horses and mules.....                                   | 13,337 50  |  |
| Provender (including expense of grinding).....                      | 67,833 80  |  |
| Salaries of general officers and clerks.....                        | 13,716 67  |  |
| Wages of conductors and drivers on horse cars.....                  | 116,094 33 |  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 51,963 40  |  |
| Light and fuel.....   | 3,529 32   |  |
| Water tax.....  | 892 26     |  |
| Damages to person and property.....                                 | 329 15     |  |
| Legal expenses.....   | 775 46     |  |
| Advertising, printing, and office expenses.....                     | 1,203 18   |  |
| Insurance.....  | 3,129 38   |  |
| Removal of snow and ice.....  | 772 78     |  |

*Contingencies, viz.:*

|                          |            |                 |
|--------------------------|------------|-----------------|
| Detectives.....          | \$1,306 41 |                 |
| Licenses on cars.....    | 1,560 00   |                 |
| Depot supplies.....      | 2,201 46   |                 |
| Rental of telephone..... | 476 25     |                 |
| Rental of building.....  | 50 00      |                 |
| Sundries.....            | 945 69     |                 |
|                          |            | <u>6,539 81</u> |

Total operating expenses..... \$314,192 16

**General Balance Sheet June 30, 1891.****ASSETS.**

|                                   |            |                     |
|-----------------------------------|------------|---------------------|
| Cash.....                         |            | \$563,447 06        |
| Current assets, as follows, viz.: |            | <u>324,745 20</u>   |
| On hand.....                      | \$8,776 91 |                     |
| Accounts receivable.....          | 31,200 00  |                     |
| Accounts payable.....             | 751 68     |                     |
| Prepaid interest.....             | 11,641 53  |                     |
| Interest.....                     | 382 00     |                     |
|                                   |            | <u>52,752 12</u>    |
|                                   |            | <u>\$930,944 38</u> |

| LIABILITIES.  |            |                     |
|---|------------|---------------------|
| Capital stock.....  |            | \$525,000 00        |
| Funded debt.....  |            | 350,000 00          |
| <i>Current liabilities, as follows, viz.:</i>                 |            |                     |
| Interest on funded debt due and accrued.....                  | \$8,750 00 |                     |
| Due for wages and supplies.....                               | 5,884 09   |                     |
| Open accounts.....  | 98 66      |                     |
| <i>Sundries:</i>  |            |                     |
| Tickets in circulation.....                                   | 500 00     |                     |
| Estimated for taxes, insurance, licenses on cars in advance.. | 8,876 00   |                     |
| Profit and loss (surplus).....                                |            | 24,106 73           |
|   |            | 31,835 63           |
|   |            | <u>\$930,944 38</u> |

### Characteristics of Road, Equipment, Etc.

|   |              |               |
|---|--------------|---------------|
| <i>Length of railway owned by company, as follows:</i>                |              | Miles.        |
| Single track, main line, from foot of Broadway to East New York ..... |              | 4.035         |
| Single track, branch, from Reid avenue to Atlantic avenue.....        |              | 1.5           |
| Single track, branch, from Sumner avenue to Bergen street.....        |              | 1.96          |
| Single track, branch, from Ralph avenue to Atlantic avenue.....       |              | 1             |
| Single track, branch, from East New York to Cypress Hills.....        |              | 2             |
| Total length of single track on main line and branches.....           |              | 11.005        |
| Second track on main line and branches.....                           |              | 11.005        |
| Sidings on main line and branches.....                                |              | .872          |
| Total length of all tracks and sidings owned.....                     |              | <u>23.082</u> |
| Weight of rail per yard.....  | 60 lbs.      |               |
| Gauge of track.....   | 4 ft. 8½ in. |               |
| Number of box cars.....   | 117          |               |
| Open cars.....  | 86           |               |
| Horses and mules.....   | 683          |               |
| <i>Schedule time making trip one way:</i>                             |              |               |
| East New York line.....   | 45 minutes.  |               |
| Reid avenue line.....   | 35 minutes.  |               |
| Sumner avenue line.....   | 35 minutes.  |               |
| Ralph avenue line.....  | 40 minutes.  |               |
| Cypress Hills line.....   | 20 minutes.  |               |
| <i>Rate of fare per passenger:</i>                                    |              |               |
| On East New York, Reid, Sumner and Ralph avenue lines.....            | 5 cents.     |               |
| On Cypress Hills extension.....                                       | 3 cents.     |               |
| Number of passengers carried in cars during year.....                 | 8,094,413    |               |
| Average number of employees (including officials), during year.....   | 358          |               |

### Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.   | Annual salary. |
|--|----------------|
| President, secretary and treasurer, superintendent, inspector, receivers.. | \$13,716 67    |

### OTHER EMPLOYEES.

|                         | Average number of hours on duty per day. | Wages per day.   |
|-------------------------|--|------------------|
| Conductors.....         | 12                                       | \$3 00           |
| Drivers.....            | 12                                       | 2 00             |
| Starters.....           | 10                                       | 2 50             |
| Watchmen.....           | 12                                       | 2 00             |
| Switchmen.....          | 12                                       | \$1 43 and 1 75  |
| Tow boys.....           | 12                                       | 1 25             |
| Hostlers.....           | 10                                       | 1 75             |
| Trackmen.....           | 18                                       | 1 75, 2 50, 3 00 |
| Repair shop.....        | 10                                       | 2 00, 2 25, 2 50 |
| Horseshoers.....        | 10                                       | and              |
| Foremen of stables..... | 12                                       | 3 00 and         |
| Car cleaners.....       | 12                                       |                  |

### ACCIDENTS.

|                            |    |
|----------------------------|----|
| Passengers.....            | I. |
| Others, not employees..... |    |
| Total.....                 |    |

**Officers of the Company.**

| <i>Name.</i>         | <i>Title.</i>              | <i>Official Address.</i>     |
|----------------------|----------------------------|------------------------------|
| EDWIN BEERS .....    | President .....            | 21 Broadway, Brooklyn, N. Y. |
| ROBERT SEALEY .....  | Secretary and Treasurer. . | 21 Broadway, Brooklyn, N. Y. |
| JOSHUA CRANDELL..... | Superintendent .....       | 21 Broadway, Brooklyn, N. Y. |

**Directors of the Company.**

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| EDWIN BEERS .....       | Brooklyn, N. Y.   |
| FREDERICK CROMWELL..... | New York city.    |
| ECKFORD WEBB .....      | Brooklyn, N. Y.   |
| WM. M. INGRAHAM .....   | Brooklyn, N. Y.   |
| WM. F. GARRISON .....   | Brooklyn, N. Y.   |
| JOHN G. JENKINS .....   | Brooklyn, N. Y.   |
| PETER WYCKOFF .....     | Brooklyn, N. Y.   |
| GEORGE L. FOX .....     | Brooklyn, N. Y.   |
| JOHN C. FURMAN .....    | New York city.    |
| WM. H. MALE .....       | Brooklyn, N. Y.   |
| S. L. HUSTED, JR. ....  | New York city.    |
| CHARLES S. HUSTED.....  | Brooklyn, N. Y.   |
| THOMAS S. MOORE.....    | Brooklyn, N. Y.   |

Title of company, Broadway Railroad Company of Brooklyn.

General offices at 21 Broadway, Brooklyn, E. D., N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in May.

For information as to this report, address Robert Sealey, Secretary.

**BROADWAY AND SEVENTH AVENUE (New York city).****LESSOR.**

LESSEE — HOUSTON, WEST STREET AND PAVONIA FERRY.

(Date of charter, May 26, 1864.)

For history of organization, see Report of 1885.

This road and its connections is now operated, under lease, by the Houston, West Street and Pavonia Ferry Railroad Company.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | No. of shares. | Total.<br>par value. |
|--|----------------|----------------------|
| Authorized by law or charter and now outstanding ..... | 21,000         | \$2,100,000          |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.     | When due.    | INTEREST. |                   | Amount<br>outstand-<br>ing. |
|--------------------------|--------------|-----------|-------------------|-----------------------------|
|                          |              | Rate.     | When<br>payable.  |                             |
| 1st mortgage bonds ..... | June 1, 1904 | 5 p. c.   | June 1 & Dec. 1   | \$1,500,000                 |
| 2nd mortgage bonds ..... | July 1, 1914 | 5         | Jan. 1 & July 1   | 500,000                     |
| 3rd and mortgage .....   |              | 5         | Jan. 25 & July 25 | 100,000                     |
| 4th and mortgage .....   |              | 5         | Feb. 1 & Aug. 1   | 100,000                     |

TE.—In addition to the funded debt above mentioned, this company in part con-  
 cernation for the use of the tracks of the Broadway Surface Railroad Company, on  
 idway, between Fifteenth street and the Battery, assumes the payment of the prin-  
 cipal and interest of \$1,125,000 of the first mortgage bonds of the said Broadway Surface  
 Railroad Company, and likewise has assumed the payment of the interest of the

second mortgage bonds of the said company to the amount of \$1,000,000; and also by the lease of the South Ferry Railroad Company it assumes the payment of the principal and interest of \$360,000 of the mortgage bonds of that company, which payments are charged under the head of rentals in the report of the Husoton, West Street and Pavonia Railroad Company, the lessee, as follows:

|  |                     |
|--|---------------------|
| Interest on the Broadway surface bonds .....   | \$106,368 00        |
| Interest on the South Ferry Railroad bonds .....   | 17,800 00           |
| As also the following items for which this company is liable and which the Houston, West Street and Pavonia Ferry Railroad Company assume under lease as part of their rental: |                     |
| Rent paid to the city on account of Broadway surface .....   | 40,000 00           |
| Three and five per cent on gross earnings of Broadway surface .....  | 41,568 00           |
| Broadway and Seventh avenue interest on funded debt .....  | 100,000 00          |
| Broadway and Seventh avenue interest on bonds and mortgage .....   | 10,000 00           |
| Broadway and Seventh avenue ten per cent dividend .....  | 210,000 00          |
|  | <u>\$825,316 00</u> |

### Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails .....      |  | \$2,644,531 55  |
| Real estate .....                            |  | 785,630 67  |
| All other buildings and fixtures .....       | \$4,975 00   | \$39,414 23   |
| Total cost of road .....                     | \$4,975 00   | \$3,769,622 23  |
| EQUIPMENT.                                   |  |   |
| Horses, harness and stable equipment .....   |  | \$371,448 25  |
| Cars .....                                   |  | 208,100 00  |
| Wagons, trucks, snow-plows, sleighs .....    |  | 531 53  |
| Total cost of equipment .....                |  | \$580,377 73  |
| Grand total cost of road and equipment ..... | \$4,975 00   | \$4,300,000 00  |

### Income Account for Year Ending June 30, 1891.

|  |                   |
|--|-------------------|
| Gross income from all sources, viz.:                   |                   |
| Rental .....   | \$210,000 00      |
| Payments from income, as follows, viz.:                |                   |
| Dividends declared ten per cent on capital stock ..... | <u>210,000 00</u> |

### General Balance Sheet June 30, 1891.

| ASSETS.                                |                       |
|--|-----------------------|
| Cost of road .....                     | \$3,769,622 23        |
| Cost of equipment .....                | 530,377 73            |
| Current assets, as follows, viz.:      |                       |
| Cash on hand .....                     | 52,500 00             |
|  | <u>\$4,352,500 00</u> |
| LIABILITIES.                           |                       |
| Capital stock .....                    | \$2,100,000 00        |
| Funded debt .....                      | 2,200 00              |
| Current liabilities, as follows, viz.: |                       |
| Dividends unpaid .....                 | 57 00                 |
|  | <u>\$4,357 00</u>     |

### Officers of the Company.

| Name.                 | Title.                        | Office.  |
|-----------------------|-------------------------------|----------|
| HENRY THOMPSON .....  | President .....               | New York |
| THOMAS F. RYAN .....  | Secretary and Treasurer ..... | New York |
| HENRY A. NEWELL ..... | Superintendent .....          | New York |



## Directors of the Company.

| <i>Name.</i>               | <i>Residence.</i> |
|----------------------------|-------------------|
| CHARLES BANKS .....        | New York city.    |
| WILLIAM B. DINSMORE .....  | New York city.    |
| JOHN J. BEADLEY .....      | New York city.    |
| CHAS. F. FROTHINGHAM ..... | New York city.    |
| JOHN H. MURPHY .....       | New York city.    |
| THOS. J. O'DONOHUE .....   | New York city.    |
| WM. H. ROCKWELL .....      | New York city.    |
| THOS. F. RYAN .....        | New York city.    |
| HENRY THOMPSON .....       | New York city.    |
| DANIEL S. LAMONT .....     | New York city.    |
| D. B. HARBOUCK .....       | Brooklyn, N. Y.   |
| WM. L. ELKINS .....        | Philadelphia, Pa. |
| PETER A. B. WIDENER .....  | Philadelphia, Pa. |

Title of company, Broadway and Seventh Avenue Railroad Company.

General offices at 761 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in June.

For information as to this report, address Broadway and Seventh Avenue Railroad Company.

## BROOKLYN, BUSHWICK AND QUEENS COUNTY.

(Date of charter, February 7, 1885.)

For history of organization, see Reports of 1885, 1886 and 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| Authorized by law or charter and now outstanding ..... | 1,000          | \$100,000           |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|----------------------|--------------|-----------|------------------|-----------------------------|--|
|                      |              | Rate.     | When<br>payable. |                             |  |
| First mortgage.....  | Jan. 1, 1916 | p.c<br>6  | Jan. & July      | \$250,000                   | *  |

## Cost of Road and Equipment.

## ROAD.

Total cost of road to June 30, 1891..... \$359,966 50

## EQUIPMENT.

|  |              |
|--|--------------|
| Cost of equipment to June 30, 1891.....                | \$20,305 42  |
| Decrease in equipment.....                             | 4,500 00     |
| Net cost of equipment.....                             | 15,805 42    |
| Total cost of road and equipment to June 30, 1891..... | \$375,771 92 |

\*Issued in taking up prior mortgage.

## Income Account for Year Ending June 30, 1891.

|  |                    |
|--|--------------------|
| Gross earnings from operation .....                | \$62,797 2         |
| Less operating expenses (excluding all taxes)..... | 82,188 94          |
| Net loss from operation.....                       | \$19,391 74        |
| <i>Deductions from income, as follows, viz.:</i>   |                    |
| Taxes on property used in operation of road.....   | \$698 82           |
| Taxes on earnings and capital stock.....           | 321 48             |
| Taxes other than above.....                        | 200 00             |
| Interest on funded debt due and accrued.....       | 15,000 00          |
|  | <u>16,220 30</u>   |
| Deficit for year ending June 30, 1891.....         | <u>\$35,606 94</u> |

## General Income Account.

|  |                     |
|--|---------------------|
| Deficit for year ending June 30, 1891..... | \$35,606 94         |
| Deficit up to June 30, 1890.....           | 64,542 02           |
| Total deficit June 30, 1891.....           | <u>\$100,148 96</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |                   |
|----------------------|-------------------|
| From passengers..... | <u>\$62,797 2</u> |
|----------------------|-------------------|

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| Repairs of roadbed and track .....                                   | \$4,948 82         |
| Repairs of buildings and fixtures .....                              | 2,290 87           |
| Repairs of cars and other vehicles .....                             | 2,661 24           |
| Repairs of harness and stable equipment.....                         | 1,164 44           |
| Horseshoeing.....  | 2,029 90           |
| Renewals of horses and mules.....                                    | 4,375 00           |
| Provender (including expense of grinding).....                       | 16,286 41          |
| Salaries of general officers and clerks .....                        | 3,290 25           |
| Wages of conductors and drivers on horse-cars.....                   | 25,777 00          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc ..... | 12,521 62          |
| Light and fuel.....  | 382 40             |
| Damages to persons and property.....                                 | 175 73             |
| Legal expenses.....  | 1,016 00           |
| Advertising, printing and office expenses .....                      | 106 63             |
| Insurance.....   | 1,648 00           |
| Removal of snow and ice.....   | 94 90              |
| Contingencies .....  | 2,022 17           |
| Interest.....  | 3,596 61           |
| Total operating expenses .....                                       | <u>\$62,188 94</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road.....                        | \$359,906 92        |
| Cost of equipment.....                   | 15,805 43           |
| <i>Current assets, as follows, viz.:</i> |                     |
| Cash on hand .....                       | \$3,285 24          |
| Open accounts .....                      | 210 64              |
| Supplies on hand.....                    | 662 78              |
| Insurance.....                           | 1,425 43            |
|  | <u>4,574 04</u>     |
| Profit and loss (deficiency).....        | 100,148 96          |
|  | <u>\$480,494 35</u> |

## LIABILITIES.

|   |                   |
|---|-------------------|
| Capital stock.....                            | \$100,000 00      |
| Funded debt.....                              | 2                 |
| <i>Current liabilities, as follows, viz.:</i> |                   |
| Interest on funded debt due and accrued.....  | \$30,940 00       |
| Bills payable and loans.....                  | 67,410 81         |
| Open accounts.....                            | 23,960 17         |
| Interest.....                                 | 6,898 46          |
| Rent .....                                    | 66 65             |
| Taxes.....                                    | 756 90            |
| Wages.....                                    | 461 83            |
|   | <u>110,000 00</u> |
|   | <u>\$480</u>      |

# BROOKLYN, BUSHWICK AND QUEENS COUNTY.

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## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows :</i>                   |  | Miles. |
|---|--|--------|
| Single track, main line, from Broadway, Brooklyn, to St. John's cemetery. |  | 6      |
| Second track on main line.....  |  | 5      |
| Total length of all tracks and sidings owned.....                         |  | 11     |
| Weight of rail per yard .....   | 47 to 52 lbs.  |        |
| Gauge of track.....   | 4 ft. 8½ in.   |        |
| Number of box cars .....  | 22   |        |
| Open cars .....   | 25   |        |
| Horses and mules .....  | 173  |        |
| Schedule time making trip one way.....                                    | 50 minutes.  |        |
| Cars are run.....   | Brooklyn, every 6 to 10 minutes; Queens county, every 6 to 30 minutes. |        |
| Rate of fare per passenger.....   | Kings county, 5 cents; Queens county, 6 cents.                         |        |
| Number of passengers carried in cars during year, estimated.....          | 1,380,159  |        |
| Average number of employees (including officials), during year.....       | 75   |        |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.             |  | Annual salary. |
|-----------------------|--|----------------|
| General officers..... |  | \$3,380 00     |

## OTHER EMPLOYEES.

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Conductors ..... | 10                                       | \$2 60         |
| Drivers.....     | 10                                       | 2 00           |
| Starters .....   | 12                                       | 2 00           |
| Watchmen .....   | 12                                       | 2 00           |
| Roadmen.....     | 10                                       | 1 50           |
| Hostlers.....    | 10                                       | 1 75           |
| Tow boys.....    | 10                                       | 1 25           |

## ACCIDENTS.

|                | Injured |
|----------------|---------|
| Passenger..... | 1       |
| Employee ..... | 1       |
| Total .....    | 2       |

## Officers of the Company.

| Name.                | Title.              | Official Address. |
|----------------------|---------------------|-------------------|
| G. W. VAN ALLEN..... | President.....      | New York city.    |
| WM. B. WAIT.....     | Secretary.....      | New York city.    |
| DAVID W. BINNS.....  | Treasurer .....     | Brooklyn, N. Y.   |
| FRANK HARTSHORN..... | Superintendent..... | Brooklyn, N. Y.   |

## Directors of the Company.

| Name.                 | Residence.      |
|-----------------------|-----------------|
| DAVID W. BINNS.....   | Brooklyn, N. Y. |
| O. B. COTTRELL.....   | Rhode Island.   |
| JEN ENGLIS.....       | Brooklyn, N. Y. |
| RO. W. VAN ALLEN..... | New York city.  |
| M. H. VAN ALLEN.....  | New York city.  |
| M. B. WAIT.....       | New York city.  |

Name of company, The Brooklyn, Bushwick and Queens County Railroad.  
 General offices at Metropolitan, Queens county, L. I., N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, first Tuesday in February.  
 For information as to this report, address the company at general offices.

## BROOKLYN CITY.

(Date of charter, December 17, 1853.)

For history of organization, see Report of 1885. Length of road now owned and operated, 78.35 miles by horse and steam dummy, and 5.40 miles by electric, single trolley. This company has acquired the capital stock of the companies whose properties it previously held under lease, viz.: Bushwick Railroad Company, Brooklyn Crosstown Railroad Company, Calvary Cemetery, Greenpoint and Brooklyn Railroad Company, New Williamsburgh and Flatbush Railroad Company, Greenpoint and Lorimer Street Railroad Company, and Grand Street and Newtown Railroad Company, and on the 31st day of October, 1890, filed a certificate thereof in the office of the Secretary of State, whereupon, under authority granted by chapter 254, Laws of 1867, and chapter 310, Laws of 1890, the aforesaid properties were merged into and became a part of the Brooklyn City Railroad Company. This and all future reports will include the financial, physical and statistical condition of the above-named consolidated properties under the corporate name of "The Brooklyn City Railroad Company."

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter and now outstanding..... | 600,000        | \$6,000,000      | \$6,000,000                          |

## FUNDED DEBT.

| DESIGNATION OF LIEN.                    | When due.     | Interest when payable. | Amount outstanding. | Cash realized on amount outstanding. |
|---|---------------|------------------------|---------------------|--------------------------------------|
| Brooklyn City R. R. first mortgage...   | Rd'mable 1892 | Jan. & July            | \$800,000           | \$811,648                            |
| Bushwick Railroad first mortgage...     | Rd'mable 1892 | Jan. & July            | 400,000             | 400,000                              |
| Bushwick Railroad second mortgage       | Due .... 1892 | Jan. & July            | 164,000             | 164,000                              |
| Brooklyn Crosstown R. R. first mortg.   | Due .... 1908 | Jan. & July            | 200,000             | 200,000                              |
| Cal. Cem., G. & B. R. R. first mortgage | Due .... 1907 | June & Dec.            | 200,000             | 200,000                              |
| New Wm. B. & F. R. R. first mortgage    | Due .... 1897 | Feb. & Aug.            | 200,000             | 200,000                              |
| Greenp't & Lorimer R. R. first mort...  | Due .... 1910 | May & Nov.             | 125,000             | 125,000                              |
| Grand St. & Newtown R. R. first mort.   | Due .... 1906 | April & Oct.           | 200,000             | 200,000                              |
| Total .....                             | .....         | .....                  | \$2,289,000         | \$2,300,648                          |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, and right of way exclusive of electric appliances pertaining to road and superstructure ..... | \$3,068,329 42   | \$4,48  |
| Electric appliances pertaining to road and superstructure .....  | 195,057 10   | 19.   |
| Real estate, buildings and fixtures, exclusively used for electric purposes .....  | 127,847 16   | 127.  |
| All other real estate, buildings and fixtures .....  | 537,666 15   | 2,380.  |
| Total cost of road .....   | \$3,928,899 83   | \$7,1   |

# BROOKLYN CITY.

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## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Horses .....                                | \$322,658 00   | \$2,330,560 17  |
| Harness and stable equipment.....           | 29,229 20  |   |
| Cars, other than motor cars.....            | 267,537 20   |   |
| Motor cars and fixtures.....                | 67,424 00  |   |
| Dummies.....                                | 23,800 00  |   |
| Electric depot equipment.....               | 1,911 22   |   |
| Wagons, trucks, snow-plows, sleighs .....   | 11,910 00  |   |
| Total cost of equipment.....                | \$724,469 62   | \$2,330,560 17 *                                      |
| Grand total cost of road and equipment..... | \$4,653,369 45   | \$9,514,616 20  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                |                |
|---|----------------|----------------|
| Purchase of railroads, equipment, real estate, buildings, franchise, and all other property of the following companies: |                |                |
| Bushwick Railroad Company .....   | \$4,102,734 64 |                |
| Brooklyn Crosstown Railroad Company .....   |                |                |
| Calvary Cemetery, Greenpoint and Brooklyn Railroad Company.....   |                |                |
| New Williamsburgh and Flatbush Railroad Company.....  |                |                |
| Greenpoint and Lorimer Street Railroad Company.....   |                |                |
| Grand Street and Newtown Railroad Company .....   |                |                |
| Extension of road—electric line:  |                |                |
| Construction of 5.40 miles.....   | \$195,087 10   |                |
| Real estate buildings and fixtures.....   | 127,847 16     |                |
| Twenty motor cars and fixtures.....   | 67,424 00      |                |
| Twenty open trail cars.....   | 12,900 00      |                |
| Depot equipment, etc .....  | 1,911 22       |                |
|   |                | 405,189 48     |
| Additional horses, cars, wagons, trucks, etc.....   |                | 47,694 50      |
| Additional real estate, buildings, etc.....   |                | 30,416 35      |
| Beggrading, paving, new tracks, curves, etc.....  |                | 67,384 68      |
| Total.....  |                | \$4,653,369 45 |

## Income Account for Year Ending June 30, 1891.

|  |                |
|--|----------------|
| Gross earnings from operation .....                  | \$3,566,456 48 |
| Less operating expenses (excluding all taxes) .....  | 2,774,306 75   |
| Net earnings from operation.....                     | \$792,150 73   |
| Income from other sources, as follows, viz.:         |                |
| Interest .....                                       | 553 70         |
| Gross income from all sources.....                   | \$792,704 43   |
| Deductions from income, as follows, viz.:            |                |
| Taxes on property used in operation of road.....     | \$128,248 60   |
| Taxes on earnings and capital stock.....             | 29,918 99      |
| Taxes other than above .....                         | 1,372 59       |
| Interest on funded debt due and accrued.....         | 109,950 00     |
| Interest on floating debt.....                       | 16,623 79      |
| Rental of leased lines .....                         | 16,088 93      |
|  | 302,202 90     |
| Income from all sources.....                         | \$490,501 53   |
| Dividends from net income, as follows, viz.:         |                |
| Dividends declared, 8 per cent on capital stock..... | 480,000 00     |
| plus for year ending June 30, 1891.....              | \$10,501 53    |

## General Income Account.

|   |              |              |
|---|--------------|--------------|
| Surplus for year ending June 30, 1891.....  |              | \$10,501 53  |
| Surplus up to June 30, 1890.....  | \$569,686 35 |              |
| Deduct amount for adjustment of weekly pay-roll<br>to conform to change in fiscal year..... | \$34,893 21  |              |
| Less amount for adjustment of supply<br>account.....  | \$18,000 00  |              |
| Profit on property sold.....  | 500 00       |              |
|   | 18,500 00    |              |
|   | 16,393 21    |              |
|   |              | 553,293 14   |
| Total surplus June 30, 1891.....  |              | \$563,794 67 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                           |                |
|---------------------------|----------------|
| From passengers.....      | \$3,524,267 51 |
| Miscellaneous.....        | 42,198 97      |
| Total gross earnings..... | \$3,566,466 48 |

## OPERATING EXPENSES.

|  |                |
|--|----------------|
| Repairs of roadbed and track, operated by horses.....                              | \$55,847 53    |
| Repairs of buildings and fixtures.....   | 33,676 25      |
| Repairs of cars (not motors), steam dummies and other vehicles.....                | 146,393 71     |
| Repairs of harness and stable equipment.....                                       | 38,196 57      |
| Horseshoeing.....  | 72,310 57      |
| Renewals of horses.....  | 120,106 50     |
| Provender (including expense of grinding).....                                     | 543,983 14     |
| Salaries of general officers and clerks.....                                       | 69,895 27      |
| Wages of conductors and drivers on horse cars.....                                 | 1,009,423 11   |
| Wages of conductors and motor men on cars propelled by mechanical<br>traction..... | 3,087 94       |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....                | 494,143 74     |
| Wages of engineer, firemen and all others employed at power-house.....             | 905 09         |
| Light and fuel, other than at power-house.....                                     | 55,608 73      |
| Light and fuel and other supplies used at power-house.....                         | 822 67         |
| Water tax.....   | 7,493 77       |
| Damages to persons and property.....   | 64,613 64      |
| Legal expenses.....  | 2,121 09       |
| Advertising, printing and office expenses.....                                     | 10,028 49      |
| Insurance.....   | 16,421 05      |
| Removal of snow and ice.....   | 10,316 94      |
| Contingencies:   |                |
| Rents.....   | \$8,720 47     |
| Telephone.....   | 2,225 37       |
| Donations.....   | 500 00         |
| Miscellaneous.....   | 5,607 71       |
| Passenger tickets furnished employees, etc.....                                    | 1,800 00       |
|  | 18,863 55      |
| Total operating expenses.....  | \$2,774,305 75 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                   |                |
|-----------------------------------|----------------|
| Cost of road.....                 | \$7,184,056 03 |
| Cost of equipment.....            | 2,330,560 17   |
| Current assets, as follows, viz.: |                |
| Cash on hand.....                 | \$205,316 67   |
| Open accounts.....                | 74,228 73      |
| Supplies on hand.....             | 97,800 57      |
|                                   | 377,346 97     |
|                                   | \$9,891,967 17 |

## LIABILITIES.

|   |            |
|---|------------|
| Capital stock.....  | \$6,000 00 |
| Funded debt.....  | 2,269 00   |
| Current liabilities, as follows, viz.:  |            |
| Bills payable.....  | 750 00     |
| Open accounts.....  | 7 00       |
| Subscriptions on account of bonds to be issued July 1, 1891, for redemption<br>of outstanding bonds, etc..... | 281 00     |
| Profit and loss (surplus).....  | 563 07     |
|   | \$9,891 07 |

**Characteristics of Road, Equipment, Etc.**

|   | Miles. |
|---|--------|
| Total length of single track on main line and branches..... | 83.75  |
| Second track on main line and branches.....                 | 76.00  |
| Sidings on main line and branches.....                      | 16.25  |
| Total length of all tracks and sidings owned.....           | 176.00 |

|  |                                |
|--|--------------------------------|
| Weight of rail per yard.....   | 45 to 64 lbs.                  |
| Gauge of track.....  | 4 ft. 8½ in.                   |
| Number of box cars, not motors.....                                    | 815                            |
| Open cars, not motors.....   | 714                            |
| Horses.....  | 5,508                          |
| Number of motor cars.....  | 20                             |
| Dummies.....   | 29                             |
| Schedule time making trip one way, varies on different lines from..... | 7 min. to 1 hr.<br>and 14 min. |
| Cars run from main terminus.....                                       | Every ¼ min.                   |
| Rate of fare per passenger:  |                                |
| Children.....  | 1, 3, 4 and 6c.                |
| Adults.....  | 3, 5, 8 and 10c.               |
| Number of passengers carried in cars during year.....                  | 73,700,000                     |
| Average number of employees (including officials) during year.....     | 3,675                          |

**Salaries, Wages, Etc., of Officers and Employees.****OFFICERS AND CLERKS.****Annual salary.**

|                       |                |
|-----------------------|----------------|
| General officers..... | \$28,700       |
| Clerks from.....      | \$500 to 2,400 |

**OTHER EMPLOYEES.****Wages per day.**

|                            |                |
|----------------------------|----------------|
| Conductors.....            | \$2 00         |
| Drivers and motor men..... | 2 00           |
| Starters.....              | 2 50           |
| Watchmen.....              | \$1 75 to 2 00 |
| Switchmen.....             | 2 25           |
| Roadmen.....               | 1 50 to 5 00   |
| Hostlers.....              | 1 75           |
| Foremen.....               | 2 50 to 3 50   |
| Car cleaners.....          | 1 75           |
| Tow boys.....              | 1 25           |

**ACCIDENTS.**

|                            | Injured. | Killed. | Total. |
|----------------------------|----------|---------|--------|
| Passengers.....            | 10       | 1       | 11     |
| Others, not employees..... | 5        | 8       | 13     |
| Total.....                 | 15       | 9       | 24     |

**Officers of the Company.**

| Name.                | Title.                     | Official Address.           |
|----------------------|----------------------------|-----------------------------|
| DANIEL F. LEWIS..... | President.....             | 10 Fulton street, Brooklyn. |
| H. M. THOMPSON.....  | Secretary and Treasurer... | 10 Fulton street, Brooklyn. |
| J. C. CAMERON.....   | Superintendent.....        | 10 Fulton street, Brooklyn. |

**Directors of the Company.**

| Name.                   | Residence.      |
|-------------------------|-----------------|
| DANIEL F. LEWIS.....    | Brooklyn, N. Y. |
| ALEXANDER STUDWELL..... | Brooklyn, N. Y. |
| CROWELL HADDEN.....     | Brooklyn, N. Y. |
| GEO. W. BEBGEN.....     | Brooklyn, N. Y. |
| JOHN C. BARRON.....     | New York city.  |
| DWIN PACKARD.....       | Brooklyn, N. Y. |
| HANK LYMAN.....         | Brooklyn, N. Y. |
| WARD D. WHITE.....      | Brooklyn, N. Y. |
| W. BLISS.....           | Brooklyn, N. Y. |
| M. THOMPSON.....        | Brooklyn, N. Y. |
| VID G. LEGGETT.....     | Brooklyn, N. Y. |
| TH L. KEENEY.....       | Brooklyn, N. Y. |

of company, The Brooklyn City Railroad Company.

eral offices at 10 Fulton street, Brooklyn, N. Y.

o of close of fiscal year, June 30.

of stockholders' annual meeting, second Monday in January.

information as to this report, address H. M. Thompson, Secretary and Treasurer.

## BROOKLYN CITY AND NEWTOWN.

(Date of charter, May 22, 1860.)

For history of organization and consolidation, see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter .....     | 20,000         | \$2,000,000         | .....                                      |
| Issued for actual cash .....           | 7,000          | \$700,000           | \$700,000                                  |
| Issued on account of construction..... | 8,000          | 800,000             | .....                                      |
| Total now outstanding .....            | 10,000         | \$1,000,000         | \$700,000                                  |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|----------------------------|--------------|-----------|------------------|-----------------------------|--|
|                            |              | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds ..... | July 1, 1889 | p.c.<br>5 | Jan. 1, July 1   | \$1,000,000                 | \$1,000,000  |

## Cost of Road and Equipment.

| ROAD.   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails.....                | .....  | \$439,183 86  |
| Right of way.....                                     | \$45 75  | 204,883 61  |
| Real estate.....                                      | 11,369 20  | 57,610 51   |
| Buildings and fixtures.....                           | 34,812 83  | 332,322 56  |
| Interest and discount charged to construction.....    | .....  | 11,850 00   |
| Road built by contract.....                           | .....  | 379,413 87  |
| Purchase of constructed road.....                     | .....  | 443,666 44  |
| Total cost of road.....                               | \$46,227 78  | \$1,868,410 81  |
| EQUIPMENT.  |  |   |
| Horses.....   | .....  | \$116,325 00  |
| Harness.....  | .....  | 9,577 80  |
| Cars.....   | .....  | 236,592 11  |
| Wagons, trucks, snow-plows, sleighs and fixtures..... | \$3,446 15   | 17,542 53   |
| Total cost of equipment.....                          | \$3,446 15   | \$379,037 44  |
| Grand total cost of road and equipment.....           | \$49,673 93  | \$2,247,448 25  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |         |
|--|---------|
| Paid on account of obtaining consents for change of traction ..... | 75      |
| Purchased depot at Franklin avenue and Carroll street:             |         |
| Value of ground.....   | 1, 30   |
| Value of buildings.....  | 34 83   |
| Purchased 110 "Monitor" fare registers and fixtures.....           | 3, 15   |
| Total.....   | \$40 28 |



## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                   | \$414,875 17 |
| Less operating expenses (excluding all taxes) .....   | 808,703 21   |
| Net earnings from operation .....                     | \$106,171 96 |
| <i>Income from other sources, as follows, viz.:</i>   |              |
| Rent of property .....                                | 675 00       |
| Gross income from all sources .....                   | \$106,846 96 |
| <i>Deductions from income, as follows, viz.:</i>      |              |
| Taxes on property used in operation of road .....     | \$3,292 26   |
| Taxes on earnings and capital stock .....             | 3,080 00     |
| Taxes other than above .....                          | 631 54       |
| Interest on funded debt due and accrued .....         | 51,717 58    |
| Interest on bond and mortgage .....                   | 10,291 26    |
| Interest on floating debt .....                       | 1,648 92     |
|   | 75,661 56    |
| Net income from all sources .....                     | \$31,185 40  |
| <i>Payments from net income, as follows, viz.:</i>    |              |
| Dividends declared, 3 per cent on capital stock ..... | 30,000 00    |
| Surplus for year ending June 30, 1891 .....           | \$1,185 40   |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$1,185 40  |
| Surplus up to June 30, 1890 .....           | 28,314 25   |
| Total surplus June 30, 1891 .....           | \$29,499 65 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                               |              |
|-------------------------------|--------------|
| From passengers .....         | \$412,875 17 |
| From rent of car panels ..... | 2,000 00     |
| Total gross earnings .....    | \$414,875 17 |

## OPERATING EXPENSES.

|  |              |
|--|--------------|
| Repairs of roadbed and track .....                                   | \$8,060 86   |
| Repairs of buildings and fixtures .....                              | 4,905 66     |
| Repairs of cars and other vehicles .....                             | 11,676 14    |
| Repairs of harness and stable equipment .....                        | 3,104 79     |
| Horseshoeing .....   | 9,487 41     |
| Renewals of horses and mules .....                                   | 15,309 44    |
| Provender (including expense of grinding) .....                      | 63,418 41    |
| Salaries of general officers and clerks .....                        | 10,514 66    |
| Wages of conductors and drivers on horse cars .....                  | 107,338 27   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 48,709 49    |
| Light and fuel .....   | 3,666 28     |
| Water tax .....  | 1,323 17     |
| Damages to persons and property .....                                | 3,310 82     |
| Legal expenses .....   | 1,975 63     |
| Advertising, printing and office expenses .....                      | 1,365 06     |
| Insurance .....  | 7,111 71     |
| Removal of snow and ice .....  | 1,197 70     |
| <i>Contingencies, viz.:</i>  |              |
| Oil and waste .....  | \$209 18     |
| Rent of buildings .....  | 2,459 33     |
| Rent of tracks .....   | 26 11        |
| Veterinary expense .....   | 889 13       |
| Indicators and detectives .....                                      | 1,169 85     |
| Contingencies .....  | 1,472 22     |
|  | 6,225 82     |
| Total operating expenses .....                                       | \$308,703 21 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                |
|--|----------------|
| Cost of road .....                                   | \$1,868,410 81 |
| Cost of equipment .....                              | 379,037 55     |
| <i>Other permanent investments as follows, viz.:</i> |                |
| State, vacant lots .....                             | 9,139 68       |

*Current assets, as follows, viz.:*

|                       |                    |
|-----------------------|--------------------|
| Cash on hand.....     | \$27,860 42        |
| Bills receivable..... | 208 33             |
| Open accounts.....    | 18,519 64          |
| Supplies on hand..... | 4,554 08           |
|                       | <u>\$51,142 47</u> |

\$51,142 47

## LIABILITIES.

|                    |                |
|--------------------|----------------|
| Capital stock..... | \$1,000,000 00 |
| Funded debt.....   | 1,000,000 00   |

*Current liabilities, as follows, viz.:*

|  |                   |
|--|-------------------|
| Interest on funded debt due and accrued..... | \$25,000 00       |
| Bills payable.....                           | 30,035 38         |
| Open accounts.....                           | 17,370 30         |
| Bond and mortgage on real estate.....        | 205,825 18        |
|  | <u>278,230 86</u> |
| Profit and loss (surplus).....               | 29,490 65         |

\$2,307,720 51

## Characteristics of Road, Equipment, Etc.

*Length of railway owned by company, as follows:*

|  | Miles |
|--|-------|
| Single track, main line, from Wyckoff avenue to Fulton ferry.....                                    | 4.5   |
| Single track, main line, from Gold street and De Kalb avenue to Front and Washington streets.....    | 1.5   |
| Single track, branch, from Water and Washington streets to De Bevoise street and De Kalb avenue..... | 1.5   |
| Single track, branch, from Grand street ferry to Prospect park.....                                  | 4.5   |

|   |      |
|---|------|
| Total length of single track on main line and branches..... | 11.0 |
| Second track on main line and branches.....                 | 8.5  |
| Sidings on main line and branches.....                      | 1.5  |

|   |             |
|---|-------------|
| Total length of all tracks and sidings owned..... | <u>21.0</u> |
|---|-------------|

|  |  |
|--|--|
| Weight of rail per yard.....                                       | 45 to 60 lbs.  |
| Gauge of track.....  | 4 ft. 8½ in.   |
| Number of box cars.....  | 113  |
| Open cars.....   | 156  |
| Horses and mules.....  | 636  |
| Schedule time making trip one way.....                             | 44 to 46 min.  |
| Cars are run.....  | Shortest interval 1½ minutes; after midnight every 30 min. |
| Rate of fare per passenger:  |  |
| Adults.....  | 5 cents.   |
| Children.....  | 3 cents.   |
| Number of passengers carried in cars during year.....              | 9,920,320  |
| Average number of employees (including officials) during year..... | 320  |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS AND CLERKS.

## Annual salary.

|                           |            |
|---------------------------|------------|
| General officers.....     | \$7,500 00 |
| Receivers and clerks..... | 2,354 00   |

## OTHER EMPLOYEES.

|                          | Average number of hours on duty per day. | Wages per day. |
|--------------------------|--|----------------|
| Conductors.....          | *12                                      | 0              |
| Drivers.....             | *12                                      | 0              |
| Starters.....            | 12                                       | \$2 50         |
| Watchmen.....            | 12                                       | 0              |
| Roadmen.....             | 10                                       | 5              |
| Hostlers.....            | 10                                       | 3              |
| Repair shops.....        | 10                                       | 0              |
| Harness shops.....       | 10                                       | 0              |
| Horseshoers.....         | 10                                       | 0              |
| Tow boys and extras..... | 10                                       | 1 5            |

\* Ten hours actual work.

**ACCIDENTS.**

|                            | Injured. | Killed. | Total. |
|----------------------------|----------|---------|--------|
| Passengers.....            | 2        | .....   | 2      |
| Others, not employees..... | .....    | 1       | 1      |
| Total.....                 | 2        | 1       | 3      |

**Officers of the Company.**

| <i>Name.</i>        | <i>Title.</i>      | <i>Official Address.</i>                |
|---------------------|--------------------|---|
| JOHN N. PARTRIDGE.. | President.....     | DeKalb & Central aves., Brooklyn, N. Y. |
| DUNCAN B. CANNON..  | Secy. and Treas... | DeKalb & Central aves., Brooklyn, N. Y. |
| JOHN L. HEINS.....  | Superintendent...  | DeKalb & Central aves., Brooklyn, N. Y. |

**Directors of the Company.**

| <i>Name.</i>           | <i>Residence.</i> |
|------------------------|-------------------|
| JOHN N. PARTRIDGE..... | Brooklyn, N. Y.   |
| HENRY B. HYDE.....     | New York city.    |
| LOUIS FITZGERALD.....  | New York city.    |
| ALFRED WAGSTAFF.....   | New York city.    |
| EUGENE T. LYNCH.....   | Flushing, N. Y.   |
| JOHN O. JACOBS.....    | Brooklyn, N. Y.   |
| THOMAS ENNIS.....      | Brooklyn, N. Y.   |

Title of company, Brooklyn City and Newtown Railroad Company.

General offices at 120 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in April.

For information as to this report, address Duncan B. Cannon, Secretary and Treasurer.

**BUFFALO.**

(Date of charter, November 22, 1890.)

On January 30, 1891, this company leased all the property, rights and franchises of The Buffalo Street Railroad Company, The Buffalo East Side Street Railway Company, and The West Side Street Railway Company, for and during the term of the corporate existence of said lessor companies respectively.

The Buffalo Railway Company after having taken possession under said leases, in pursuance of chapter 254, Laws of 1867, took a surrender or transfer of all the capital stock of the stockholders of The Buffalo Street Railroad Company and The Buffalo East Side Street Railway Company, issuing in exchange therefor its own capital stock upon the terms and conditions agreed upon. All of the stock of the said The Buffalo Street Railroad Company and of the said The Buffalo East Side Street Railway Company, having been surrendered and transferred as aforesaid and certificates as provided by said act having been duly made and filed in the office of the Secretary of State, the said companies were merged in The Buffalo Railway Company. Of the sixty-seven and five-one-hundredths miles of road operated by the company, three and one-third miles were operated by electricity during the past year. The length of road now equipped and to be operated by electricity the present year, is fourteen and one-quarter miles.

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| authorized by law or charter .....                           | 60,000         | \$6,000,000         |
| issued for stock of Buffalo Street Railroad Company.....     | 25,000         | \$2,500,000         |
| issued for stock of Buffalo East Side Street Railway Co..... | 24,000         | 2,400,000           |
| issued for stock of Buffalo West Side Street Railway Co....  | 950            | 95,000              |
| Total now outstanding.....                                   | 49,950         | \$4,995,000         |

## REPORT OF THE RAILROAD COMMISSIONERS.

## FUNDED DEBT.

| DESIGNATION OF LIEN.                     | When due.     | INTEREST. |                  | Amount outstanding. |
|--|---------------|-----------|------------------|---------------------|
|  |               | Rate.     | When payable.    |                     |
| First mortgage, Buffalo Street Railroad. | May 1, 1899   | 7         | May and Nov...   | \$150.00            |
| Second mortgage, Buffalo Street Railroad | July 1, 1905  | 7, 6      | Jan. and July... | 650.00              |
| First mortgage, Buffalo East Side R'way. | June 1, 1904  | 7         | June and Dec...  | 300.00              |
| Second mort., Buffalo East Side Railway. | Sept. 1, 1912 | 6         | March and Sept.  | 250.00              |
| Consolidated mortgage.....               | Feb. 1, 1931  | 5         | Feb. and Aug...  | 2,537.00            |
| Mortgage on real estate.....             | Dec. 1, 1902  | 6         | Jan. and July... | 6.00                |
| Mortgage on real estate.....             | May 30, 1905  | 6         | May and Nov...   | 30.00               |
| Mortgage on real estate.....             | Feb. 1, 1906  | 6         | Feb. and Aug...  | 40.00               |
| Mortgage on real estate.....             | Jan. 1, 1902  | 6         | Jan. and July... | 12.50               |
| Mortgage on real estate.....             | Nov. 4, 1897  | 6         | Jan. and July... | 5.00                |
| Mortgage on real estate.....             | Aug. 1, 1892  | 6         | Feb. and Aug...  | 13.00               |
| Total .....                              |               |           |                  | \$4,087.00          |

## Cost of Road and Equipment.

| ROAD.   | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Roadbed, superstructure and rails, exclusive of electric appliances<br>pertaining to road and superstructure..... | \$153,773 75                       |
| Electric appliances pertaining to road and superstructure.....  | 139,237 50                         |
| Real estate, buildings and fixtures.....  | 1,107,010 00                       |
| Buildings and fixtures, exclusively used for electric purposes .....  | 114,883 00                         |
| Interest and discount charged to construction.....  | 75,263 00                          |
| Purchase of constructed road.....   | 6,994,300 00                       |
| Total cost of road .....  | \$8,589,773 75                     |

| EQUIPMENT.                                   |                |
|--|----------------|
| Horses.....                                  | \$173,933 00   |
| Harness.....                                 | 9,700 00       |
| Cars, other than motor cars.....             | 252,302 50     |
| Motor cars and fixtures.....                 | 12,280 00      |
| Wagons, trucks, snow-plows and sleighs ..... | 26,945 00      |
| Total cost of equipment.....                 | \$475,070 50   |
| Grand total cost of road and equipment.....  | \$9,064,844 25 |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The cost of the property and franchises of The Buffalo Street Railroad Company, and The Buffalo East Side Street Railway Company, acquired by the Buffalo Railway Company January 30, 1891, was distributed to the various accounts as follows:

|  |                |
|--|----------------|
| Roadbed, superstructure and rails, right of way and franchises ..... | \$6,994,300 00 |
| Electrical line appliances.....                                      | 16,130 00      |
| Real estate, buildings and fixtures.....                             | 1,102,540 00   |
| Electrical station equipment.....                                    | 12,130 00      |
| Horses.....  | 166,155 00     |
| Harness.....   | 9,700 00       |
| Cars, wagons, trucks, snow-plows, etc .....                          | 216,215 00     |
| Electrical car equipments.....                                       | 9,684 73       |
| Supplies, etc.....   | 77,000 00      |
| Cash on hand.....  | 41,400 00      |
| Total (including equipment).....                                     | \$8,644,000 00 |

## Income Account for Year Ending June 30, 1891.

|  |        |
|--|--------|
| Gross earnings from operation .....                | \$8    |
| Less operating expenses (excluding all taxes)..... | 557 00 |
| Gross income from all sources. ....                | \$2    |

*Deductions from income, as follows, viz.:*

|  |             |                     |
|--|-------------|---------------------|
| Taxes on property used in operation of road, on earnings and capital stock and all other taxes ..... | \$17,030 84 |                     |
| Interest on funded debt due and accrued .....  | 151,877 87  |                     |
| Rentals .....  | 4,252 04    |                     |
|  |             | <u>\$173,160 05</u> |

Net income from all sources ..... \$100,289 83

*Payments from net income, as follows, viz.:*

|   |                    |  |
|---|--------------------|--|
| Dividends declared on capital stock .....       | 12,000 00          |  |
| Surplus for the year ending June 30, 1891 ..... | <u>\$88,289 83</u> |  |

**General Income Account.**

|   |             |                     |
|---|-------------|---------------------|
| Surplus for year ending June 30, 1891 ..... | \$88,289 83 |                     |
| Surplus up to June 30, 1890 .....           | 117,607 25  |                     |
|   |             | <u>\$205,797 08</u> |
| Discount on bonds sold .....                |             | 2,950 00            |
| Total surplus June 30, 1891 .....           |             | <u>\$202,847 08</u> |

**Analysis of Gross Earnings and Operating Expenses.**

**EARNINGS.**

|                       |                     |
|-----------------------|---------------------|
| From passengers ..... | <u>\$830,684 74</u> |
|-----------------------|---------------------|

**OPERATING EXPENSES.**

|  |                     |
|--|---------------------|
| Repairs of roadbed and track, operated by horses and by mechanical traction, including overhead and underground wires and all other track fixtures ..... | \$36,590 42         |
| Repairs of all buildings and fixtures .....  | 3,195 00            |
| Repairs of cars (not motors) and other vehicles .....  | 16,482 85           |
| Repairs of harness and stable equipment .....  | 12,026 09           |
| Horseshoeing .....   | 15,887 93           |
| Renewals of horses and mules .....   | 18,906 75           |
| Provender (including expense of grinding) .....  | 107,904 57          |
| Salaries of general officers and clerks .....  | 16,722 37           |
| Wages of conductors and drivers on horse cars .....  | 183,496 92          |
| Wages of motormen and conductors on cars propelled by mechanical traction .....  | 3,185 00            |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. ....   | 93,118 28           |
| Wages of engineer, firemen and all others employed at power-house ..   | 5,483 40            |
| Light and fuel, other than at power-house .....  | 7,227 26            |
| Light and fuel and other supplies used at power-house .....  | 5,350 37            |
| Water tax .....  | 1,558 04            |
| Damages to persons and property .....  | 3,843 84            |
| Legal expenses .....   | 2,746 64            |
| Advertising, printing and office expenses .....  | 3,134 17            |
| Insurance .....  | 6,305 06            |
| Removal of snow and ice .....  | 5,235 02            |
| Contingencies .....  | 8,836 38            |
| Total operating expenses .....   | <u>\$557,284 86</u> |

**General Balance Sheet June 30, 1891.**

**ASSETS.**

|                         |                |
|-------------------------|----------------|
| Cost of road .....      | \$3,588,778 74 |
| Cost of equipment ..... | 475,079 83     |

*Other permanent investments, as follows, viz.:*

|  |            |
|--|------------|
| West Side Street Railway Company stock ..... | 133,000 00 |
| Trackage receivable .....                    | 350,000 00 |

*Current assets, as follows, viz.:*

|                           |                       |
|---------------------------|-----------------------|
| Cash on hand .....        | \$50,465 21           |
| Accounts receivable ..... | 48,719 59             |
| Prepaid expenses .....    | 26,091 63             |
| Other assets .....        | 9,500 00              |
|                           | <u>134,776 43</u>     |
|                           | <u>\$9,681,634 50</u> |

| LIABILITIES.                                  |             |                       |
|---|-------------|-----------------------|
| Capital stock .....                           |             | \$4,995,000 00        |
| Funded debt .....                             |             | 4,057,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |             |                       |
| Interest on funded debt due and accrued ..... | \$84,235 01 |                       |
| Bills payable .....                           | 295,538 21  |                       |
| Open accounts .....                           | 62,843 27   |                       |
| Sundries .....                                | 4,170 93    |                       |
| Profit and loss (surplus) .....               |             | 426,787 62            |
|   |             | 202,847 00            |
|   |             | <u>\$9,681,634 50</u> |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>                              |  | Miles.       |
|---|--|--------------|
| Total length of single track on main line and branches .....                        |  | 49.33        |
| Second track on main line and branches .....  |  | 19.00        |
| Sidings on main line and branches .....   |  | .81          |
| Total length of all tracks and sidings owned .....                                  |  | <u>69.14</u> |
| <i>Length of railways actually leased and operated by this company, as follows:</i> |  |              |
| Single track from Allen street to Forest avenue on Elmwood avenue .....             | 2                                      |              |
| Single track from Emslie street to Bailey avenue on Clinton street .....            | 1.60                                   |              |
| Total length of single track leased .....   | 3.60                                   |              |
| Second track and sidings .....  | 3.13                                   |              |
| Total length of all tracks and sidings leased .....                                 | <u>6.73</u>                            |              |
| Grand total length of all tracks and sidings owned and leased .....                 | <u>67.89</u>                           |              |
| Weight of rail per yard .....   | 50, 54 & 62 lbs.                       |              |
| Gauge of track .....  | 4 ft. 8 1/2 in.                        |              |
| Number of box cars, not motors .....  | 17                                     |              |
| Open cars, not motors .....   | 12                                     |              |
| Horses and mules .....  | 1,30                                   |              |
| Number of motor cars .....  | 4                                      |              |
| Schedule time making trip one way .....   | 45 minutes                             |              |
| Cars are run .....  | Shortest interval, every 2 1/2 minutes |              |
| Rate of fare per passenger:   |  |              |
| Adults .....  | 5 cents                                |              |
| Children .....  | 3 cents                                |              |
| Number of passengers carried in cars during year .....                              | 17,408.12                              |              |
| Average number of employees (including officials), during year .....                | 70                                     |              |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.              |  | Annual salary. |
|-----------------------------------|--|----------------|
| General officers and clerks ..... |  | \$16,721 75    |

## OTHER EMPLOYEES.

|                  | Average number of hours on duty per day. | Wages.           |
|------------------|--|------------------|
| Conductors ..... |  | Per hour, \$0.15 |
| Drivers .....    |  | Per hour, .15    |
| Starters .....   |  | Per hour, .15    |
| Watchmen .....   | 12                                       | Per day, 1.50    |
| Switchmen .....  | 12                                       | Per day, 1.50    |
| Roadmen .....    | 10                                       | Per day, 1.50    |
| Hostlers .....   | 10                                       | Per day, 1.50    |

## ACCIDENTS.

|                             | Injured. | Killed. |   |
|-----------------------------|----------|---------|---|
| Passengers .....            | 4        |         | 5 |
| Others, not employees ..... | 0        |         | 1 |
| Total .....                 | 4        |         | 6 |

**Officers of the Company.**

| Name.                 | Title.                      | Official Address.                |
|-----------------------|-----------------------------|----------------------------------|
| HENRY M. WATSON....   | President....               | No. 346 Main st., Buffalo, N. Y. |
| HARDIN H. LITTELL.... | Vice-Pres. and Gen. Man.... | No. 346 Main st., Buffalo, N. Y. |
| JOSEPH S. BAECHEE.... | Secretary and Treasurer.... | No. 346 Main st., Buffalo, N. Y. |
| EDWARD EDWARDS....    | Superintendent.....         | No. 346 Main st., Buffalo, N. Y. |

**Directors of the Company.**

| Name.                     | Residence.        |
|---------------------------|-------------------|
| H. SELLERS MCKEE.....     | Pittsburgh, Pa.   |
| MURRY A. VERNER.....      | Pittsburgh, Pa.   |
| HENRY M. WATSON.....      | Buffalo, N. Y.    |
| SAMUEL S. SPAULDING.....  | Buffalo, N. Y.    |
| HARDIN H. LITTELL.....    | Buffalo, N. Y.    |
| ROBERT L. FRYER.....      | Buffalo, N. Y.    |
| DANIEL O'DAY.....         | Buffalo, N. Y.    |
| JOHN N. BECKLEY.....      | Rochester, N. Y.  |
| COENELIUS C. CUYLER.....  | New York city.    |
| THOMAS DEWITT CUYLER..... | Philadelphia, Pa. |
| EDWARD E. DENNISTON.....  | Philadelphia, Pa. |
| RICHARD W. CLAY.....      | Philadelphia, Pa. |
| HORACE MAGEE.....         | Philadelphia, Pa. |

Title of company, Buffalo Railway Company.

General offices at Nos. 346 and 348 Main street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information as to this report, address Joseph S. Baecher, Secretary and Treasurer.

**CANANDAIGUA.**

(Date of charter, May 4, 1884.)

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

For history of organization, see Report of 1887.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....       | 300            | \$30,000         | .....                                |
| Issued for actual cash.....             | 15             | \$1,500          | .....                                |
| Issued on account of construction ..... | 285            | 28,500           | .....                                |
| Total now outstanding.....              | 300            | \$30,000         | \$15,704 24                          |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.     | When due.    | INTEREST. |                  | Amount outstanding. | Cash realized on amount outstanding. |
|--------------------------|--------------|-----------|------------------|---------------------|--------------------------------------|
|                          |              | Rate.     | When payable.    |                     |                                      |
| 1st mortgage bonds ..... | *Oct 1, 1907 | P.C.<br>6 | April 1 & Oct. 1 | \$20,000            | \$20,000                             |

\* With option for five years.

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....             |  | \$8,055 11  |
| Buildings and fixtures.....                        |  | 91 00   |
| Interest and discount charged to construction..... |  | 400 75  |
| Road built by contract.....                        |  | 27,530 00   |
| Purchase of constructed road.....                  |  | 91 00   |
| Total cost of road.....                            |  | \$34,176 86   |
| <b>EQUIPMENT.</b>                                  |  |   |
| Horses.....  | \$100 00   | \$777 00  |
| Harness.....                                       | 63 85  | 66 15   |
| Cars.....  |  | 861 00  |
| Total cost of equipment.....                       | \$163 85   | \$1,699 15  |
| Grand total cost of road and equipment.....        | \$163 85   | \$35,876 01   |

## Income Account for Year Ending June 30, 1891.

|  |          |            |
|--|----------|------------|
| Gross earnings from operation.....                 |          | \$4,401 00 |
| Less operating expenses (excluding all taxes)..... |          | 4,560 75   |
| Net loss from operation.....                       |          | \$159 75   |
| <i>Deductions from income, as follows, viz.:</i>   |          |            |
| Taxes on property used in operation of road.....   | \$163 74 |            |
| Taxes on earnings and capital stock.....           | 36 77    |            |
| Interest on funded debt due and accrued.....       | 1,200 00 |            |
|  |          | 1,400 51   |
| Deficit for year ending June 30, 1891.....         |          | \$1,560 26 |

## OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of roadbed and track.....                                   | \$178 11   |
| Repairs of buildings and fixtures.....                              | 53 65      |
| Repairs of cars (not motors) and other vehicles.....                | 100 17     |
| Repairs of harness and stable equipment.....                        | 63 00      |
| Horseshoeing.....   | 226 47     |
| Renewals of horses and mules.....                                   | 100 00     |
| Provender (including expense of grinding).....                      | 1,307 00   |
| Wages of conductors and drivers on horse cars.....                  | 1,679 75   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,080 00   |
| Light and fuel.....   | 79 00      |
| Advertising, printing, and office expenses.....                     | 4 11       |
| Insurance.....  | 76 00      |
| Contingencies.....  | 126 17     |
| Total operating expenses.....                                       | \$4,560 75 |

## General Balance Sheet June 30, 1891.

|  |             |
|--|-------------|
| <b>ASSETS.</b>                           |             |
| Cost of road and equipment.....          | \$35 876 01 |
| <i>Current assets, as follows, viz.:</i> |             |
| Cash on hand.....                        | 20 00       |
| Open accounts.....                       | 35 00       |
| Supplies on hand.....                    | 20 00       |
| Profit and loss (deficiency).....        | 40 13       |
|  | \$4 24      |



## LIABILITIES.

|   |                   |
|---|-------------------|
| Capital stock.....                            | \$15,704 24       |
| Funded debt.....                              | 20,000 00         |
| <i>Current liabilities, as follows, viz.:</i> |                   |
| Interest on funded debt.....                  | 1,200 00          |
| Bills payable.....                            | 1,600 00          |
|   | <hr/> \$38,504 24 |

## Characteristics of Road, Equipment, Etc.

|   |                   |
|---|-------------------|
| <i>Length of railway owned by company, as follows:</i>      | Miles.            |
| Single track, main line, from lake to barn.....             | 2                 |
| Single track, branch, from Main street to Fair grounds..... | .5                |
| Total length of single track on main line and branches..... | <hr/> 2.5         |
| Weight of rail per yard.....                                | 25 and 38 lbs.    |
| Gauge of track.....   | 4 ft. 8½ in.      |
| Number of box cars.....                                     | 4                 |
| Open cars.....  | 2                 |
| Horses and mules.....                                       | 26                |
| Schedule time making trip one way.....                      | 30 min.           |
| Cars are run.....   | Every 15 min.     |
| Rate of fare per passenger.....                             | 5, 4 1-6 & 8 cts. |
| Number of passengers carried in cars during year.....       | 111,000           |

## Salaries, Wages, Etc., of Employees.

## EMPLOYEES.

|               | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|---------------|---|-------------------|
| Drivers.....  | 12  | \$1 00            |
| Hostlers..... | 14  | 1 00              |

## Officers of the Company.

| Name.                  | Title.              | Official Address.  |
|------------------------|---------------------|--------------------|
| F. O. CHAMBERLAIN..... | President.....      | Canandaigua, N. Y. |
| O. F. MILLIKEN.....    | Secretary.....      | Canandaigua, N. Y. |
| A. S. COOLEY.....      | Treasurer.....      | Canandaigua, N. Y. |
| O. C. SACKETT.....     | Superintendent..... | Canandaigua, N. Y. |

## Directors of the Company.

| Name.                  | Residence.         |
|------------------------|--------------------|
| F. O. CHAMBERLAIN..... | Canandaigua, N. Y. |
| O. F. MILLIKEN.....    | Canandaigua, N. Y. |
| O. C. SACKETT.....     | Canandaigua, N. Y. |
| M. N. CLEMENT.....     | Canandaigua, N. Y. |
| A. S. COOLEY.....      | Canandaigua, N. Y. |
| T. B. SMITH.....       | Canandaigua, N. Y. |
| A. E. COOLEY.....      | Canandaigua, N. Y. |

Title of company, Canandaigua Street Railroad Company.

General offices at Canandaigua, N. Y.

1 e of close of fiscal year, June 30.

1 e of stockholders' annual meeting, first Thursday in May.

1 information as to this report, address O. C. Sackett, Managing Director.

**CENTRAL CITY (Syracuse).**

\* (Date of charter, April 19, 1859.)

This road was merged into the People's Railroad Company, November 1, 1899.

**Capital Stock.**

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter.....      | 4,000          | \$100,000           | .....                                      |
| Issued for actual cash.....            | 2,800          | \$70,000            | \$49,129                                   |
| Issued on account of construction..... | 1,200          | \$30,000            | .....                                      |
| Total now outstanding.....             | 4,000          | \$100,000           | \$49,129                                   |

**Cost of Road and Equipment.**

| ROAD.  | Additions or<br>betterments<br>during four<br>months end-<br>ing October<br>31, 1899. | Total cost<br>of road and<br>equipment<br>up to Oct.<br>31, 1899. |
|--|---|---|
| Roadbed, superstructure and rails.....             | .....   | \$90,266 17   |
| Right of way.....                                  | .....   | 743 39  |
| Real estate.....                                   | \$24 45   | 14,964 71   |
| Interest and discount charged to construction..... | .....   | 1,155 23  |
| Total cost of road.....                            | \$24 45   | \$107,729 69  |
| <b>EQUIPMENT.</b>                                  |   |   |
| Horses.....  | \$205   | \$6,490 00  |
| Harness.....                                       | .....   | 902 59  |
| Cars.....  | 1,425   | 13,955 77   |
| Wagons, trucks, snow-plows, sleighs.....           | .....   | 1,934 00  |
| Total cost of equipment.....                       | \$1,630 00  | \$25,382 36   |
| Grand total cost of road and equipment.....        | \$1,654 45  | \$133,002 05  |

**DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.**

|                            |            |
|----------------------------|------------|
| Addition to buildings..... | \$24 45    |
| Two open cars.....         | 1,425 00   |
| Two horses.....            | 205 00     |
| Total.....                 | \$1,654 45 |

**Income Account for Four Months Ending October 31, 1899.**

|   |         |    |
|---|---------|----|
| Gross earnings from operation.....                  | \$1..   | 53 |
| Less operating expenses (excluding all taxes).....  | 7.      | 36 |
| Net earnings from operation.....                    | \$3     | 19 |
| <i>Income from other sources, as follows, viz.:</i> |         |    |
| Woodlawn railroad, use of tracks.....               | \$36 00 |    |
| People's railroad, use of tracks.....               | 240 00  |    |
| Gross income from all sources.....                  |         | 18 |

*Deductions from income, as follows, viz.:*

|  |                   |
|--|-------------------|
| Taxes on property used in operation of road..... | \$831 48          |
| Taxes on earnings and capital stock.....         | 140 82            |
| Taxes other than above.....                      | 28 47             |
|  | <u>\$1,000 77</u> |

Surplus for four months ending October 31, 1890..... \$3,271 39

**General Income Account.**

|  |                    |
|--|--------------------|
| Surplus for four months ending October 31, 1890..... | \$3,271 39         |
| Surplus up to June 30, 1890.....                     | 32,159 51          |
| Total surplus October 31, 1890.....                  | <u>\$35,430 90</u> |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                      |                    |
|----------------------|--------------------|
| From passengers..... | <u>\$11,675 52</u> |
|----------------------|--------------------|

**OPERATING EXPENSES.**

|   |                   |
|---|-------------------|
| Repairs of roadbed and track.....                                   | \$249 35          |
| Repairs of buildings and fixtures.....                              | 11 11             |
| Repairs of cars and other vehicles.....                             | 34 25             |
| Repairs of harness and stable equipment.....                        | 17 25             |
| Horseshoeing.....   | 837 58            |
| Provender (including expense of grinding).....                      | 1,938 93          |
| Salaries of general officers and clerks.....                        | 507 33            |
| Wages of conductors and drivers on horse cars.....                  | 2,908 90          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,391 57          |
| Light and fuel.....   | 58 51             |
| Legal expenses.....   | 150 00            |
| Advertising, printing and office expenses.....                      | 35 88             |
| Contingencies.....  | 43 70             |
| Total operating expenses.....                                       | <u>\$7,679 36</u> |

**General Balance Sheet October 31, 1890.****ASSETS.**

|                                   |                     |
|-----------------------------------|---------------------|
| Cost of road and equipment.....   | \$133,002 85        |
| Current assets, as follows, viz.: |                     |
| Cash on hand.....                 | 2,428 05            |
|                                   | <u>\$135,430 90</u> |

**LIABILITIES.**

|                                |                     |
|--------------------------------|---------------------|
| Capital stock.....             | \$100,000 00        |
| Profit and loss (surplus)..... | 35,430 90           |
|                                | <u>\$135,430 90</u> |

**Characteristics of Road, Equipment, Etc.**

|  |                |
|--|----------------|
| <i>Length of railway owned by company, as follows:</i>               | <b>Miles.</b>  |
| Single track, main line, from Erie canal to Onondaga lake.....       | 2.25           |
| Single track, branch, from Salina street, to Third North street..... | .625           |
| Total length of single track on main line and branches.....          | 2.875          |
| Second track on main line and branches.....                          | 1.838          |
| Sidings on main line and branches.....                               | .117           |
| *Total length of all tracks and sidings owned.....                   | <u>4.83</u>    |
| Weight of rail per yard.....   | 47 and 51 lbs. |
| Gauge of track.....  | 4 ft. 8½ in.   |
| Number of box cars, not motors.....                                  | 10             |
| Open cars, not motors.....   | 10             |
| Horses and mules.....  | 69             |
| Schedule time making trip one way.....                               | 17 minutes     |
| Cars are run.....  | Every 10 min.  |
| Rate of fare per passenger.....                                      | 4 and 5 cts.   |
| Number of passengers carried (carried in cars during year.....       | 256,379        |
| Average number of employees (including officials), during year.....  | 25             |

**Salaries, Wages, Etc., of Officers and Employees.****OFFICERS.**

|                       |                       |
|-----------------------|-----------------------|
|                       | <b>Annual salary.</b> |
| General officers..... | \$507 33              |

\* This trackage also included in that of the People's of Syracuse, post.

## OTHER EMPLOYEES.

|                              | Average number of hours on duty per day. | Wages per day. |
|------------------------------|--|----------------|
| Conductors and drivers ..... | 11½                                      | \$1 40         |
| Watchmen .....               | 12                                       | 1 00           |
| Roadmen .....                | 10                                       | 1 50           |
| Hostlers .....               | 12                                       | 1 40           |

## Officers of the Company.

| Name.                   | Title.                          | Official Address. |
|-------------------------|---------------------------------|-------------------|
| JOHN D. OXNER .....     | President .....                 | Rome, N. Y.       |
| HENRY H. DURR .....     | Secretary and Superintendent .. | Syracuse, N. Y.   |
| CHARLES H. CHILDS ..... | Treasurer .....                 | Utica, N. Y.      |

## Directors of the Company.

| Name.                   | Residence.      |
|-------------------------|-----------------|
| JOHN D. OXNER .....     | Rome, N. Y.     |
| A. T. GOODWIN .....     | Utica, N. Y.    |
| CHARLES H. CHILDS ..... | Utica, N. Y.    |
| S. A. BEARDSLEY .....   | Utica, N. Y.    |
| HENRY H. DURR .....     | Syracuse, N. Y. |

Title of company, The Central City Railway Company.

General offices at Syracuse, N. Y.

For information as to this report, address Charles H. Childs, Treasurer, Utica, N. Y.

## CENTRAL CROSSTOWN (New York city).

(Date of charter, March 28, 1873.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter .....      | 6,000          | \$600,000        | .....                                |
| Issued for actual cash .....            | 270            | \$27,000         | \$27,000                             |
| Issued on account of construction ..... | 5,730          | \$573,000        | \$79,000                             |
| Total now outstanding .....             | 6,000          | \$600,000        | \$600,000                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.  | INTEREST. |               | Amount outstanding. | Cash on hand and out. |
|----------------------------|------------|-----------|---------------|---------------------|-----------------------|
|                            |            | Date.     | When payable. |                     |                       |
| First mortgage bonds ..... | Nov., 1922 | p c<br>6  | May 1, Nov. 1 | \$250,000           |                       |

# CENTRAL CROSSTOWN.

737

## Cost of Road and Equipment.

| Road.   |              | Total cost up to<br>June 30, 1891. |
|---|--------------|------------------------------------|
| Roadbed, superstructure and rails .....         | \$379,616 83 |                                    |
| Right of way .....                              | 200,000 00   |                                    |
| Real estate, buildings and fixtures .....       | 181,629 81   |                                    |
| Total cost of road .....                        | \$761,246 13 |                                    |
| EQUIPMENT.                                      |              |                                    |
| Horses and harness .....                        | \$38,650 80  |                                    |
| Cars, wagons, trucks, snow-plows, sleighs ..... | 40,108 37    |                                    |
| Total cost of equipment .....                   | \$78,759 87  |                                    |
| Grand total cost of road and equipment .....    | \$840,000 00 |                                    |

## Income Account for Year Ending June 30, 1891.

|   |              |            |
|---|--------------|------------|
| Gross earnings from operation .....                   | \$521,808 05 |            |
| Less operating expenses (excluding all taxes) .....   | 362,567 34   |            |
| Net earnings from operation .....                     | \$159,250 71 |            |
| <i>Income from other sources, as follows, viz.:</i>   |              |            |
| Advertising receipts .....                            | \$1,800 00   |            |
| Rent of real estate .....                             | 1,511 08     |            |
|   |              | \$3,311 08 |
| Gross income from all sources .....                   | \$162,561 79 |            |
| <i>Deductions from income, as follows, viz.:</i>      |              |            |
| Taxes on property used in operation of road .....     | \$4,815 21   |            |
| Taxes on earnings and capital stock .....             | 37,066 82    |            |
| Interest on funded debt due and accrued .....         | 26,300 00    |            |
| Rent of leased lines .....                            | 62,000 00    |            |
|   |              | 120,182 03 |
| Net income from all sources .....                     | \$42,379 76  |            |
| <i>Payments from net income, as follows, viz.:</i>    |              |            |
| Dividends declared, 7 per cent on capital stock ..... | 42,000 00    |            |
| Surplus for year ending June 30, 1891 .....           | \$379 76     |            |

## General Income Account.

|   |             |           |
|---|-------------|-----------|
| Surplus for year ending June 30, 1891 ..... | \$379 76    |           |
| Surplus up to June 30, 1890 .....           | \$18,224 24 |           |
| Amount of back taxes in dispute .....       | 8,129 33    |           |
|   |             | 10,094 91 |
| Total surplus June 30, 1891 .....           | \$10,474 67 |           |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.             |              |  |
|-----------------------|--------------|--|
| From passengers ..... | \$521,808 05 |  |

| OPERATING EXPENSES.  |              |  |
|--|--------------|--|
| Repairs of roadbed and track .....                                   | \$9,005 16   |  |
| Repairs of buildings and fixtures .....                              | 3,852 44     |  |
| Repairs of cars and other vehicles .....                             | 14,685 02    |  |
| Repairs of harness and stable equipment .....                        | 5,305 34     |  |
| Horseshoeing .....   | 7,889 68     |  |
| Renewals of horses and mules .....                                   | 10,637 08    |  |
| Provender (including expense of grinding) .....                      | 64,258 77    |  |
| Salaries of general officers and clerks .....                        | 18,185 17    |  |
| Wages of conductors and drivers on horse cars .....                  | 145,182 27   |  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 55,597 02    |  |
| Light and fuel .....   | 2,566 62     |  |
| License tax .....  | 602 30       |  |
| Losses to persons and property .....                                 | 5,070 11     |  |
| Insurance .....  | 4,970 55     |  |
| Printing, advertising and office expenses .....                      | 2,530 72     |  |
| Removal of snow and ice .....  | 1,498 00     |  |
| Contingencies .....  | 2,338 25     |  |
| Interest on tracks .....   | 2,124 87     |  |
|  | 6,237 50     |  |
| Total operating expenses .....                                       | \$362,567 34 |  |

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1891.

| ASSETS.                                  |                    |
|--|--------------------|
| Cost of road .....                       | \$751,244 13       |
| Cost of equipment .....                  | 78,753 87          |
| Other permanent investments .....        | 1,000 00           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand .....                       | 17,360 44          |
| Supplies on hand .....                   | 2,314 38           |
|  | <hr/> \$860,474 67 |
| LIABILITIES.                             |                    |
| Capital stock .....                      | \$600,000 00       |
| Funded debt .....                        | 250,000 00         |
| Profit and loss (surplus) .....          | 10,474 67          |
|  | <hr/> \$860,474 67 |

## Characteristics of Road, Equipment, Etc.

|   |  |                   |
|---|--|-------------------|
| <i>Length of railway owned by company, as follows:</i>  |  | Miles.            |
| Single track, main line, from Twenty-third street and East river to Hoboken ferry .....   |  | 2.03519           |
| Second track on main line .....   |  | 1.96818           |
| Sidings on main line .....  |  | .19108            |
| Total length of all tracks and sidings owned .....  |  | <hr/> 4.19445     |
| <i>Length of railways actually leased and operated by this company, as follows:</i>   |  | Miles.            |
| Single track from Christopher Street ferry to Tenth Street ferry, East river .....  |  | 2.25              |
| Single track from Christopher Street ferry to Fourteenth street and Fourth avenue .....   |  | 1.50              |
| Total length of single track leased .....   |  | 3.75              |
| Second track and sidings .....  |  | 3.75              |
| Total length of all tracks and sidings leased .....   |  | <hr/> 7.50        |
| Grand total length of all tracks and sidings owned and leased .....   |  | <hr/> 11.69445    |
| Weight of rail per yard .....   |  | 45 to 52 lbs.     |
| Gauge of track .....  |  | 4 ft. 8½ in.      |
| Number of box cars .....  |  | 112               |
| Horses and mules .....  |  | 530               |
| Schedule time making trip one way. { to East Twenty-third street 26 min.<br>to East Tenth street 22½ min.<br>to East Fourteenth street and Fourth ave. 17½ min. |  | Every 1 to 4 min. |
| Cars are run .....  |  | 5 cents           |
| Rate of fare per passenger .....  |  | 10,436,161        |
| Number of passengers carried in cars during year .....  |  | 484               |
| Average number of employees (including officials) during year .....   |  |                   |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.              |  | Annual salary. |
|------------------------|--|----------------|
| General officers ..... |  | \$14,236 00    |

## OTHER EMPLOYEES.

|                   | Average number of hours on duty per day. | Wages per day.   |
|-------------------|--|------------------|
| Conductors .....  | 11                                       | \$1 50 to \$2 00 |
| Drivers .....     | 11                                       | 2 00             |
| Starters .....    | 9½                                       |                  |
| Watchmen .....    | 11                                       |                  |
| Roadmen .....     | 10                                       | 1 50 to          |
| Hostlers .....    | 10                                       |                  |
| Repair shop ..... | 10                                       | 1 75             |

## ACCIDENTS.

|                             |  |
|-----------------------------|--|
| Passengers .....            |  |
| Others, not employees ..... |  |
| Total .....                 |  |

# CENTRAL CROSSTOWN.

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## Officers of the Company.

| <i>Name.</i>           | <i>Title.</i>                        | <i>Official Address.</i> |
|------------------------|--------------------------------------|--------------------------|
| GEORGE S. HART .....   | President.....                       | New York city.           |
| ADDISON CAMMACK ... .. | Vice-President.....                  | New York city.           |
| E. BURTON HART .....   | Treasurer and Second Vice-President. | New York city.           |
| MILTON L. MASSON.....  | Secretary.....                       | New York city.           |

## Directors of the Company.

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| GEORGE S. HART.....     | New York city.    |
| ADDISON CAMMACK.....    | New York city.    |
| MILTON L. MASSON.....   | New York city.    |
| E. BURTON HART.....     | New York city.    |
| JULIUS BENEDICT.....    | New York city.    |
| NOAH O. ROGERS.....     | New York city.    |
| JOHN W. STERLING.....   | New York city.    |
| GEORGE W. LINCH.....    | New York city.    |
| CHARLES F. COX.....     | New York city.    |
| WILLIAM H. HAZZARD..... | Brooklyn, N. Y.   |
| JOEL F. FREEMAN.....    | Orange, N. J.     |
| EDWARD K. JONES.....    | New York city.    |
| CHARLES B. WEBSTER..... | New York city.    |

Title of company, Central Crosstown Railroad Company.

General offices at 170 Christopher street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address M. L. Masson, Treasurer.

## CENTRAL PARK, NORTH AND EAST RIVER (New York city).

(Date of charter, July 19, 1860.)

For history of organization, see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter .....                          | • 18,000       | \$1,800,000         | .....                                      |
| Issued for actual cash .....                                | 9,664.69       | \$966,469           | \$966,469                                  |
| Is-ued on account of construction, previous<br>to 1876..... | 6,490          | 649,000             | .....                                      |
| Issued previous to 1879 for stock dividends..               | 1,845.31       | 184,531             | .....                                      |
| Total now outstanding.....                                  | 18,000         | \$1,800,000         | \$966,469                                  |

### FUNDED DEBT.

| DESIGNATION OF LIEN.         | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|------------------------------|--------------|-----------|------------------|-----------------------------|--|
|                              |              | Rate.     | When<br>payable. |                             |  |
| rtgage on all property ..... | Dec. 1, 1902 | p.c.<br>7 | June & Dec.      | \$1,200,000                 | \$1,106,950  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails.....      | \$7,721 50   | \$1,833,894 70  |
| Buildings and fixtures .....                | 8,199 21   | 810,825 00  |
| Total cost of road .....                    | \$15,920 71  | \$2,644,699 70  |
| <b>EQUIPMENT.</b>                           |  |   |
| Horses .....                                |  | \$253,080 00  |
| Harness.....                                |  | 3,500 00  |
| Cars .....                                  |  | 211,169 02  |
| Motor cars and fixtures.....                |  | 2,860 00  |
| Total cost of equipment .....               |  | \$468,549 02  |
| Grand total cost of road and equipment..... | \$15,920 71  | \$2,795,200 18  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| Consent of property owners along the line of road to change motive power (cost of obtaining same) ..... | \$7,721 50  |
| Machinery, paving, ventilators, etc.....  | 8,199 21    |
| Total .....   | \$15,920 71 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                 | \$778,012 75 |
| Less operating expenses (excluding all taxes)..... | 876,625 15   |
| Net earnings from operation.....                   | \$201,487 60 |

## Income from other sources, as follows, viz.:

|                                    |              |
|------------------------------------|--------------|
| Rent.....                          | \$9,919 25   |
| Advertising bureau.....            | 1,999 96     |
| Interest .....                     | 1,145 68     |
|                                    | 13,064 89    |
| Gross income from all sources..... | \$214,552 49 |

## Deductions from income, as follows, viz.:

|  |             |
|--|-------------|
| Taxes on property used in operation of road..... | \$30,915 32 |
| Taxes on earnings and capital stock.....         | 8,544 25    |
| Taxes other than above.....                      | 5,303 26    |
| Interest on funded debt due and accrued.....     | 84,000 00   |
|  | 128,763 83  |
| Net income from all sources.....                 | \$87,789 66 |

## Payments from net income, as follows, viz.:

|  |             |
|--|-------------|
| Dividends declared, 4 per cent on capital stock..... | 72,000 00   |
| Surplus for year ending June 30, 1891 .....          | \$15,789 66 |

## General Income Account.

|  |              |
|--|--------------|
| Surplus for year ending June 30, 1891..... | \$15,789 66  |
| Deficit up to June 30, 1890 .....          | 188,100 00   |
| Total deficit June 30, 1891.....           | \$102,310 34 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |              |
|----------------------|--------------|
| From passengers..... | \$778,012 75 |
|----------------------|--------------|



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| OPERATING EXPENSES.  |                     |
|--|---------------------|
| Repairs of roadbed and track .....                                   | \$21,957 16         |
| Repairs of buildings and fixtures .....                              | 2,119 68            |
| Repairs of cars and other vehicles .....                             | 19,197 76           |
| Repairs of harness and stable equipment .....                        | 4,570 76            |
| Horseshoeing .....   | 11,400 77           |
| Renewals of horses and mules .....                                   | 84,959 72           |
| Grinding (including expense of grinding) .....                       | 110,829 26          |
| Salaries of gangway officers and clerks .....                        | 23,687 20           |
| Wages of gangway officers and drivers on horse cars .....            | 178,131 89          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 94,847 67           |
| Light and fuel .....   | 4,718 09            |
| Water tax .....  | 1,128 10            |
| Damages to persons and property .....                                | 4,721 85            |
| Legal expenses .....   | 4,444 70            |
| Advertising, printing and office expenses .....                      | 1,254 74            |
| Insurance .....  | 2,424 88            |
| Removal of snow and ice .....  | 1,476 88            |
| Contingencies .....  | 8,260 54            |
| <b>Total operating expenses .....</b>                                | <b>\$576,525 15</b> |

| ASSETS                                   |                       |
|--|-----------------------|
| Cost of road .....                       | \$2,844,659 70        |
| Cost of equipment .....                  | 450,680 43            |
| Other permanent investments .....        | 5,000 00              |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand .....                       | \$31,782 46           |
| Open accounts .....                      | 90 19                 |
|  | <u>31,872 65</u>      |
| Profit and loss (deficiency) .....       | 168,098 10            |
|  | <u>\$3,000,210 98</u> |

| <b>LIABILITIES.</b>                           |                |
|---|----------------|
| Capital stock .....                           | \$1,800,000 00 |
| Funded debt .....                             | 1,200,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |                |
| Dividends unpaid .....                        | \$83 00        |
| Open accounts .....                           | 177 98         |
|   | 210 98         |
|   | \$3,000,210 98 |

|  |               |
|--|---------------|
| <i>Length of railway owned by company, as follows :</i>  | <b>Miles.</b> |
| Single track, main line, from Fifty-fourth street and Tenth avenue, east and west, to South ferry..... | 9.58          |
| Second track on main line.....   | 9.58          |
| <b>Total length of all tracks and sidings owned.....</b>   | <b>19.16</b>  |

| Length of railways actually leased and operated by this company, as follows:  | Miles.      |
|---|-------------|
| Single track from Fifty-fourth street, Tenth avenue, east and west, to South ferry, at various portions of route..... | 3.42        |
| Second track and sidings.....   | 3.42        |
| <b>Total length of all tracks and sidings leased.....</b>   | <b>6.84</b> |
| <b>Grand total length of all tracks and sidings owned and leased.....</b>   | <b>26</b>   |

|   |                    |
|---|--------------------|
| Weight of rail per yard .....                                       | 60 lbs.            |
| Gauge of track .....  | 4 ft. 8 1/2 in.    |
| Number of box cars .....  | 136                |
| Open cars .....   | 136                |
| Horses and mules .....  | 60                 |
| Schedule time making trip one way .....                             | 1.17               |
| Cars are run .....  | 2 hrs. 16 min.     |
| Rate of fare per passenger .....                                    | Average 3 1/2 min. |
| Number of passengers carried in cars during year .....              | 8 cents.           |
| Average number of employees (including officials) during year ..... | 15,621,808         |
|   | 448                |

|  |             |
|--|-------------|
| Ident, secretary and treasurer, superintendent and clerks..... | \$20,575 00 |
|--|-------------|

## REPORT OF THE RAILROAD COMMISSIONERS.

## OTHER EMPLOYEES.

|                                       | Average number of hours on duty per day. | Wages per day.           |
|---------------------------------------|--|--------------------------|
| Conductors, paid by trip, making..... | 11                                       | \$2 60 and \$2 25        |
| Drivers, paid by trip, making.....    | 11                                       | 2 00 and 1 25            |
| Starters.....                         | 10½                                      | 2 25 and 2 00            |
| Watchmen.....                         | 12                                       | 1 25                     |
| Switchmen.....                        | 10                                       | 1 60                     |
| Roadmen.....                          | 11                                       | { Forem'n 2 15<br>others |
| Hostlers.....                         | 10                                       | \$1 60 and 1 00          |
| Carpenters, painters, etc.....        | 10                                       | 1 50 and 1 25            |

## ACCIDENTS.

|                            | Injured. | Killed. | Total |
|----------------------------|----------|---------|-------|
| Passengers.....            | 6        | .....   | 6     |
| Others, not employees..... | 5        | 1       | 6     |
| Total.....                 | 11       | 1       | 12    |

## Officers of the Company.

| Name.                   | Title.                  | Official Address.             |
|-------------------------|-------------------------|-------------------------------|
| G. HILTON SCRIBNER..... | President.....          | 789 Tenth avenue, N. Y. city. |
| C. DENSMORE WYMAN.....  | Vice-President.....     | 789 Tenth avenue, N. Y. city. |
| J. L. VALENTINE.....    | Secretary and Treas.... | 789 Tenth avenue, N. Y. city. |
| JOHN H. OAKLEY.....     | Superintendent.....     | 789 Tenth avenue, N. Y. city. |

## Directors of the Company.

| Name.                   | Residence.       |
|-------------------------|------------------|
| G. HILTON SCRIBNER..... | Yonkers, N. Y.   |
| HENRY W. SMITH.....     | Orange, N. J.    |
| JOHN T. TERRY.....      | Irvington, N. Y. |
| CHARLES DANA.....       | New York city.   |
| C. DENSMORE WYMAN.....  | Yonkers, N. Y.   |
| GEORGE S. HAET.....     | New York city.   |
| HENRY K. SHELDON.....   | Brooklyn, N. Y.  |
| THOMAS C. ACTON.....    | New York city.   |
| ALONZO B. CORNELL.....  | Yonkers, N. Y.   |
| JAMES R. CUMMING.....   | New York city.   |
| CUMMINGS H. TUCKER..... | New York city.   |
| EDWARD C. SMITH.....    | Brooklyn, N. Y.  |
| HEBER R. BISHOP.....    | New York city.   |

Title of company, Central Park, North and East River Railroad Company.

General offices at 789 Tenth avenue, New York city.

Date of close of fiscal year, 30th September.

Date of stockholders' annual meeting, third Tuesday in October.

For information as to this report, address the company at general offices.

**CHRISTOPHER AND TENTH STREET (New York city),****LESSOR.****LESSEE — CENTRAL CROSSTOWN.**

(Date of charter, April 25, 1873.)

For history of organization, etc., see Reports of 1887 and 1890.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | No. of shares. | Total.<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|----------------------|--|
| Authorized by law or charter, issued on<br>account of construction and equipment<br>and now outstanding..... | 6,500          | \$350,000            | \$350,000                                  |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.                                    | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---|--------------|-----------|------------------|-----------------------------|--|
|   |              | Rate.     | When<br>payable. |                             |  |
| Mortgage on entire prop-<br>erty, including franchise.. | Dec. 1, 1898 | p.c.<br>7 | April & Oct.     | \$100,000                   | \$30,000   |
|   | Dec. 1, 1898 | 6         | April & Oct.     | 30,000                      | 30,000   |
|   | Dec. 1, 1898 | 5         | April & Oct.     | 20,000                      | 20,000   |
|   | Dec. 1, 1898 | 5         | April & Oct.     | 30,000                      | 30,000   |
| On depot — real estate.....                             | Nov. 1, 1891 | 4½        | May & Nov.       | 30,000                      | 30,000   |
| Total.....  |              |           |                  | \$210,000                   | \$200,000  |

**Cost of Road and Equipment.**Grand total cost of road and equipment..... \$766,211 ¾**Income Account for Year Ending June 30, 1891.**\* Income from rental..... \$52,000 00*Payments from net income, as follows, viz.:*Dividends declared, 8 per cent on capital stock..... 52,000 00**General Balance Sheet June 30, 1891.****ASSETS.**

|                                |                     |
|--------------------------------|---------------------|
| Cost of road.....              | \$766,211 ¾         |
| Real estate.....               | 66,700 00           |
| Fit and loss (deficiency)..... | 27,088 68           |
|                                | <u>\$860,000 00</u> |

**LIABILITIES.**

|                    |                     |
|--------------------|---------------------|
| Capital stock..... | \$650,000 00        |
| Funded debt.....   | 210,000 00          |
|                    | <u>\$860,000 00</u> |

In addition to this sum the lessee also paid \$11,300 interest on lessor's funded debt.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| Name.                 | Title.                       | Official Address. |
|-----------------------|------------------------------|-------------------|
| LOUIS DE BEBIAN ..... | President.....               | New York city.    |
| JOHN DOWNEY .....     | Vice-President.....          | New York city.    |
| GEORGE W. LINCH.....  | Secretary and Treasurer..... | New York city.    |

## Directors of the Company.

| Name.                   | Residence.      |
|-------------------------|-----------------|
| LOUIS DE BEBIAN.....    | New York city.  |
| JOHN DOWNEY.....        | New York city.  |
| JAMES A. RICHMOND.....  | New York city.  |
| A. E. KURSCHEDT.....    | New York city.  |
| ISAAC HENDRIX.....      | New York city.  |
| E. K. JONES.....        | New York city.  |
| G. W. LINCH.....        | New York city.  |
| ISAAC V. BROKAW.....    | New York city.  |
| GEORGE H. PRENTISS..... | Brooklyn, N. Y. |
| WM. H. HAZZARD.....     | Brooklyn, N. Y. |
| J. W. COOPER.....       | Brooklyn, N. Y. |
| W. T. HATCH.....        | Brooklyn, N. Y. |
| JOEL F. FREEMAN.....    | Orange, N. J.   |

Title of company, The Christopher and Tenth Street Railroad Company.

General offices at 168 Christopher street, New York city.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, first Tuesday in June.

For information as to this report, address G. W. Linch, Secretary.

## CITY ISLAND.

## LESSOR.

## OPERATED BY PELHAM PARK.

(Date of charter, August 30, 1884.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter .....          | 2,000          | \$50,000         | .....                                |
| Issued for actual cash and now outstanding. | 500            | 12,500           | \$12,500                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN.     | When due.    | INTEREST.  |               | Amount outstanding. | Cash realized on amount outstanding. |
|--------------------------|--------------|------------|---------------|---------------------|--------------------------------------|
|                          |              | Rate.      | When payable. |                     |                                      |
| First mortgage bond..... | Jan. 2, 1898 | p. c.<br>6 | Jan. & July   | \$27,873 17         | 13 17                                |

## Cost of Road.

|  | Total cost June 30, 1884. |
|--|---------------------------|
| Roadbed, superstructure and rails..... | \$44 13 00                |
| Right of way.....                      | 14 24                     |
| Total cost of road .....               | 58 24                     |

# CITY ISLAND.

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## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                    |
|---|--------------------|
| Cost of road.....                             | \$40,286 74        |
| <i>Current assets, as follows, viz.:</i>      |                    |
| Due from stockholders.....                    | 226 00             |
|   | <u>\$40,511 74</u> |
| LIABILITIES.                                  |                    |
| Capital stock.....                            | \$12,500 00        |
| Funded debt.....                              | 27,673 17          |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Due treasurer.....                            | 36 74              |
| Profit and loss (surplus).....                | 101 83             |
|   | <u>\$40,511 74</u> |

### Officers of the Company.

| Name.                 | Title.                       | Official Address. |
|-----------------------|------------------------------|-------------------|
| W. R. LAMBERTON ..... | President.....               | •                 |
| E. N. ANABLE.....     | Secretary and Treasurer .... | •                 |
| F. UNDERHILL .....    | Superintendent.....          | •                 |

### Directors of the Company.

| Name.                     | Residence.              |
|---------------------------|-------------------------|
| W. R. LAMBERTON .....     | Pelham Manor, N. Y.     |
| ENGLIS STUART .....       | New York city.          |
| ETHAN W. WATERHOUSE ..... | City Island, N. Y.      |
| E. N. ANABLE.....         | Long Island city, N. Y. |
| HENRY D. CARY.....        | City Island, N. Y.      |
| HOWARD N. POTTER.....     | New Rochelle, N. Y.     |
| SHERMAN T. PELL .....     | City Island, N. Y.      |

Title of company, City Island Railroad Company.

General offices at City Island, N. Y.; branch office, 16 and 18 Exchange place, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday of June.

For information as to this report, address City Island Railroad Company, 16 and 18 Exchange Place, New York city.

## CITY OF POUGHKEEPSIE.

(Date of charter, October 25, 1877.)

A special charter was granted May 6, 1869, by the Legislature, chapter 654 of Laws of 1869, incorporating the "Poughkeepsie City Railroad Company."

That company was sold under decree in foreclosure and the purchasers of the property, franchises, etc., filed a certificate of re-organization October 25, 1877, pursuant to the provisions of General Railroad Act passed April 2, 1850, and acts amendatory and supplemental thereto, under the name or title of "City Railroad Company of Poughkeepsie."

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

|  | No. of shares. | Total par value. |
|--|----------------|------------------|
| Authorized by law or charter.....                        | 3,400          | \$35,000 00      |
| Issued on account of construction and now outstanding .. | 3,190 49-250   | 79,672 54        |

\* Not reported.

## FUNDED DEBT.

| DESIGNATION OF LIEN. | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|-----------|---------------|---------------------|--------------------------------------|
|                      | Rate.     | When payable. |                     |                                      |
| Mortgage .....       | p.c.<br>5 | May & Nov.    | \$12,000            | \$12.50                              |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails.....                                    | \$1,592 06   | \$1,592 06  |
| Purchase of constructed road, including betterments to June 30, 1890..... |  | 104,819 56  |
| Total cost of road.....   | \$1,592 06   | \$106,411 62  |
| EQUIPMENT.  |  |   |
| Cars .....  | \$500 00   | \$500 00  |
| Grand total cost of road and equipment.....                               | \$2,092 06   | \$106,911 62  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |            |
|--|------------|
| For relaying east end of track, from stables to Vassar College, and putting in turn-table at East Poughkeepsie ..... | \$1,892 56 |
|--|------------|

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                   | \$19,299 59 |
| Less operating expenses (excluding all taxes).....    | 18,299 56   |
| Net earnings from operation.....                      | \$9,971 03  |
| <i>Deductions from income, as follows, viz:</i>       |             |
| Taxes on property used in operation of road.....      | \$405 13    |
| Taxes on earnings and capital stock .....             | 165 25      |
| Taxes other than above.....                           | 14 98       |
| Interest on funded debt due and accrued.....          | 577 90      |
|   | 1,163 26    |
| Gross income from all sources.....                    | \$8,807 77  |
| <i>Payments from net income, as follows, viz:</i>     |             |
| Dividends declared, 1½ per cent on capital stock..... | 1,194 76    |
| Surplus for year ending June 30, 1891.....            | \$1,073 01  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 .....   | \$1,013 03  |
| Surplus up to June 30, 1890.....              | 17,822 61   |
|   | \$18,835 64 |
| Deduct for the increase in capital stock..... | 1,807 64    |
| Total surplus June 30, 1891.....              | \$17 00     |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                           |          |
|---------------------------|----------|
| From passengers.....      | \$3 36   |
| Messenger service .....   | 56 65    |
| Baggage .....             | 77 20    |
| Advertising space.....    | 55 00    |
| Total gross earnings..... | \$136 21 |

## OPERATING EXPENSES.

|   |                    |
|---|--------------------|
| Repairs of roadbed and track.....                                   | \$312 48           |
| Repairs of buildings and fixtures.....                              | 598 35             |
| Repairs of cars and other vehicles.....                             | 684 80             |
| Repairs of harness and stable equipment.....                        | 228 75             |
| Horseshoeing.....   | 1,098 48           |
| Renewals of horses and mules.....                                   | 497 00             |
| Provender (including expense of grinding).....                      | 4,069 38           |
| Salaries of general officers and clerks.....                        | 1,399 64           |
| Wages of conductors and drivers on horse cars.....                  | 2,863 00           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 2,995 50           |
| Light and fuel.....   | 236 50             |
| Water tax.....  | 43 27              |
| Legal expenses.....   | 67 81              |
| Advertising, printing and office expenses.....                      | 222 18             |
| Insurance.....  | 212 50             |
| Removal of snow and ice.....  | 598 15             |
| Contingencies.....  | 82 19              |
| <b>Total operating expenses.....</b>                                | <b>\$16,209 46</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road and equipment.....          | \$106,911 11        |
| <i>Current assets, as follows, viz.:</i> |                     |
| Cash on hand.....                        | \$1,071 69          |
| Bills receivable.....                    | 79 91               |
| Supplies on hand.....                    | 581 82              |
| Sundries.....                            | 246 00              |
|  | <b>1,979 42</b>     |
|  | <b>\$108,890 53</b> |

## LIABILITIES.

|                                |                     |
|--------------------------------|---------------------|
| Capital stock.....             | \$79,762 54         |
| Funded debt.....               | 12,000 00           |
| Profit and loss (surplus)..... | 17,127 99           |
|                                | <b>\$108,890 53</b> |

## Characteristics of Road, Equipment, Etc.

|   |  |               |
|---|--|---------------|
| <i>Length of railway owned by the company, as follows:</i>          |  | Miles.        |
| Single track, main line, from Hudson river to Vassar College.....   |  | 3             |
| Single track, branch, from main line to N. Y. & Mass. R. R.....     |  | .25           |
| Total length of single track on main line and branches.....         |  | 3.25          |
| Sidings on main line and branches.....                              |  | 1             |
| Total length of all tracks and sidings owned.....                   |  | 4.25          |
| Weight of rail per yard.....  |  | 42 lbs.       |
| Gauge of track.....   |  | 4 feet 8½ in. |
| Number of box cars.....   |  | 10            |
| Horses and mules.....   |  | 47            |
| Schedule time making trip one way.....                              |  | 36 min.       |
| Cars are run:   |  |               |
| From stable to river.....   |  | Every 12 min. |
| To Vassar College.....  |  | Every 24 min. |
| Rate of fare per passenger.....                                     |  | 5 and 10 cts. |
| Number of passengers carried in cars during year.....               |  | 309,467       |
| Average number of employees (including officials), during year..... |  | 17            |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICER.

|                     |                |
|---------------------|----------------|
| Superintendent..... | Annual salary. |
|                     | \$1,200 00     |

## OTHER EMPLOYEES.

|                | Average number of hours on duty per day. | Wages per day. |
|----------------|--|----------------|
| Drivers.....   | 12                                       | \$1.50         |
| Watchmen.....  | 12                                       | 1.40           |
| Switchmen..... | 10                                       | 1.25           |
| Roadmen.....   | 10                                       | 2.00           |
| Horsemen.....  | 12                                       | 1.60           |

## Officers of the Company.

| <i>Name.</i>       | <i>Title.</i>        | <i>Official Address.</i> |
|--------------------|----------------------|--------------------------|
| WM. H. YOUNG ..... | President .....      | Poughkeepsie, N. Y.      |
| SILAS WODELL ..... | Secretary .....      | Poughkeepsie, N. Y.      |
| EDMUND YOUNG ..... | Treasurer .....      | Poughkeepsie, N. Y.      |
| C. M. DAVIS .....  | Superintendent ..... | Poughkeepsie, N. Y.      |

## Directors of the Company.

| <i>Name.</i>          | <i>Residence.</i>   |
|-----------------------|---------------------|
| WM. H. YOUNG .....    | Poughkeepsie, N. Y. |
| E. S. ATWATER .....   | Poughkeepsie, N. Y. |
| SILAS WODELL .....    | Poughkeepsie, N. Y. |
| EDMUND YOUNG .....    | Poughkeepsie, N. Y. |
| JOHN I. PLATT .....   | Poughkeepsie, N. Y. |
| F. R. BAIN .....      | Poughkeepsie, N. Y. |
| WM. R. INMIS .....    | Poughkeepsie, N. Y. |
| JAMES REYNOLDS .....  | Poughkeepsie, N. Y. |
| A. V. V. HAIGHT ..... | Poughkeepsie, N. Y. |

Title of company, City Railroad Company of Poughkeepsie.

General offices at 491 Main street, Poughkeepsie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in July.

For information as to this report, address C. M. Davis, Superintendent.

## CONEY ISLAND AND BROOKLYN.

(Date of charter, December 10, 1860.)

For history of organization, see Report of 1885.

On the 1st day of April, 1891, this company acquired the capital stock, properties and franchises of the Prospect Park and Flatbush Railroad Company, by and under provisions of the laws of the State of New York.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding |
|---|----------------|---------------------|---|
| Authorized by law or charter .....      | 5,000          | \$500,000           | .....                                     |
| Issued for actual cash .....            | 146            | \$14,600            | \$14,600                                  |
| Issued on account of construction ..... | 4,846          | 484,600             | 484,600                                   |
| Issued for damages .....                | 8              | 800                 | 800                                       |
| Total now outstanding .....             | 5,000          | \$500,000           | \$500,000                                 |

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | When due.    | INTEREST.  |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---|--------------|------------|------------------|-----------------------------|--|
|   |              | Rate.      | When<br>payable. |                             |  |
| First mortgage bonds .....  | Jan. 1, 1904 | p. c.<br>5 | Jan. and July    | \$300,000                   | 1,300  |
| Certificates of indebtedness .....  | Jan. 1, 1910 | 6          | Jan. and July    | 250,000                     | 1,300  |
| First mortgage bonds of the<br>Prospect Park and Flatbush<br>Railroad Company, assumed<br>by this company on acquiring<br>the capital stock of same ..... | Aug. 1906    | 6          | Feb. and Aug.    | 20,000                      | ....   |
| Total .....   | .....        | .....      | .....            | \$570,000                   | 2,600  |



Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891.   | Total cost of road and equipment up to June 30, 1891.   |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure .....<br>Electric appliances pertaining to road and superstructure .....<br>Right of way .....<br>Real estate .....<br>Buildings and fixtures exclusively used for electric purposes .....<br>All other buildings and fixtures .....<br>Interest and discount charged to construction .....<br>Road built by contract .....<br>Purchase of constructed road .....<br>Total cost of road ..... | <br>\$86,833 64<br>*70,602 01<br>11,875 04<br>*2,025 00<br>43,508 36<br>*245 00<br>2,720 99<br><br>45,553 66<br>\$121,169 68 | <br>\$165,627 94<br>25,538 30<br>37,465 19<br>34,312 83<br>52,926 84<br>94,936 79<br>80,216 59<br>450,000 00<br>45,553 66<br>\$966,578 14 |
| <b>EQUIPMENT.</b>   |  |   |
| Horses .....<br>Harness .....<br>Cars, other than motor cars .....<br>Motor cars and fixtures .....<br>Total cost of equipment .....<br>Grand total cost of road and equipment .....  | <br>\$3,045 00<br><br>*1,600 00<br>59,241 70<br>\$60,686 70<br>\$181,856 38  | <br>\$54,215 00<br>2,885 94<br>72,777 59<br>77,383 48<br>\$207,262 01<br>\$1,163,840 15   |

Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$259,614 13 |
| Less operating expenses (excluding all taxes) ..... | 217,714 26   |
| Net earnings from operation .....                   | \$41,899 87  |
| <i>Income from other sources, as follows, viz.:</i> |              |
| Rent of buildings .....                             | 360 00       |
| Sales .....   | 1,078 55     |
| Gross income from all sources .....                 | \$43,938 42  |
| <i>Deductions from income, as follows, viz.:</i>    |              |
| Taxes on property used in operation of road .....   | \$7,929 00   |
| Taxes on earnings and capital stock .....           | 1,860 57     |
| Interest on funded debt due and accrued .....       | 30,224 17    |
|   | 40,013 74    |
| Net income from all sources .....                   | \$3,924 68   |
| <i>Payments from net income, as follows, viz.:</i>  |              |
| Interest on open accounts .....                     | \$683 57     |
| Rent of track .....                                 | 171 16       |
|   | 854 73       |
| Surplus for year ending June 30, 1891 .....         | \$3,069 96   |

General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$3,069 96  |
| Surplus up to June 30, 1890 .....           | 59,316 00   |
| Total surplus June 30, 1891 .....           | \$62,386 96 |

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                       |              |
|-----------------------|--------------|
| From passengers ..... | \$259,614 13 |
|-----------------------|--------------|

## OPERATING EXPENSES.

|   |                     |
|---|---------------------|
| Repairs of roadbed and track, operated by mechanical traction, including overhead and underground wires, and all other track fixtures ..... | \$208 75            |
| Repairs of roadbed and track, operated by horses .....  | 740 00              |
| Repairs of buildings and fixtures exclusively used for mechanical power, .....  | 1,130 00            |
| Repairs of all other buildings and fixtures .....   | 1,000 00            |
| Repairs of cars (not motors) and other vehicles .....   | 7,185 00            |
| Repairs of motor cars and fixtures .....  | 8,730 00            |
| Repairs of harness and stable equipment .....   | 8,400 00            |
| Horseshoeing .....  | 8,100 00            |
| Renewals of horses and mules .....  | 13,000 00           |
| Provender (including expense of grinding) .....   | 41,813 00           |
| Salaries of general officers and clerks .....   | 7,020 00            |
| Wages of conductors and drivers on horse cars .....   | 60,814 00           |
| Wages of motor men and conductors on cars propelled by mechanical traction .....  | 7,790 00            |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. ....  | 30,712 00           |
| Wages of engineer, fireman and all others employed at power-house. ....   | 6,500 00            |
| Light and fuel, other than at power-house .....   | 1,377 00            |
| Light and fuel and other supplies used at power-house .....   | 7,000 00            |
| Water tax .....   | 300 00              |
| Damages to persons and property .....   | 8,710 00            |
| Legal expenses .....  | 1,700 00            |
| Advertising, printing and office expenses .....   | 1,000 00            |
| Insurance .....   | 1,320 00            |
| Removal of snow and ice .....   | 600 00              |
| Contingencies .....   | 800 00              |
| <b>Total operating expenses .....</b>   | <b>\$217,734 00</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |                       |
|---|-----------------------|
| Cost of road .....                            | \$256,570 00          |
| Cost of equipment .....                       | 207,300 00            |
| <i>Current assets, as follows, viz.:</i>      |                       |
| Cash on hand .....                            | 2,400 00              |
| Supplies on hand .....                        | 17,754 00             |
|   | <b>\$1,184,000 00</b> |
| LIABILITIES.                                  |                       |
| Capital stock .....                           | \$500,000 00          |
| Funded debt .....                             | 570,000 00            |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued ..... | 500 00                |
| Dividends unpaid .....                        | 50 00                 |
| Bills payable .....                           | 45,000 00             |
| Open accounts .....                           | 6,250 00              |
| Profit and loss (surplus) .....               | 62,350 00             |
|   | <b>\$1,184,000 00</b> |

## Characteristics of Road, Equipment, Etc.

|  |                      |        |
|--|----------------------|--------|
| <i>Length of railway owned by company, as follows:</i>                 |                      | Miles. |
| Single track, main line, from Coney Island to Fulton ferry .....       |                      | 12 1/2 |
| Single track, branch, on Huntington and North street .....             |                      | 2      |
| Single track, branch, from Flatbush avenue to Greenwood cemetery ..... |                      | 1 1/2  |
| Total length of single track on main line and branches .....           |                      | 15 7/2 |
| Second track on main line and branches .....                           |                      | 12 1/2 |
| Sidings on main line and branches .....                                |                      | 5      |
| Total length of all tracks and sidings owned .....                     |                      | 34 1/2 |
| Weight of rail per yard .....  | 47 to 60 lbs.        |        |
| Gauge of track .....   | 4 ft. 8 1/2 in.      |        |
| Number of box cars, not motors .....                                   | 6                    |        |
| Open cars, not motors .....  | 60                   |        |
| Horses and mules .....   | 50                   |        |
| Number of motor cars .....   | 15                   |        |
| Schedule time making trip one way:                                     |                      |        |
| In city .....  | 45 minutes           |        |
| In country .....   | 25 minutes           |        |
| Cars are run .....   | Every 4 to 8 minutes |        |
| Rate of fare per passenger:  |                      |        |
| In city .....  | 5 cents              |        |
| In country .....   | 5 to 10 cents        |        |
| Number of passengers carried in cars during year .....                 | 207,300              |        |
| Average number of employees (including officials), during year .....   | 300                  |        |

# CONEY ISLAND AND BROOKLYN.

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## Salaries, Wages, Etc., of Officers and Employees.

### OFFICERS AND CLERKS.

|  |                |
|--|----------------|
| General officers, clerks, receivers, committee fees, etc ..... | Annual salary. |
|  | \$7,628 25     |

### OTHER EMPLOYEES.

|                            | Average number of hours on duty per day. | Wages per day.   |
|----------------------------|--|------------------|
| Conductors.....            | 1½ to 12                                 | \$1 50 to \$2 00 |
| Drivers.....               |  |                  |
| Starters.....              |  |                  |
| Watchmen.....              | 12                                       | 1 75 to 2 50     |
| Switchmen.....             |  |                  |
| Roadmen.....               |  |                  |
| Hostlers.....              | 12                                       | 1 60 to 2 00     |
| Hostlers.....              | 12                                       | 1 75             |
| Changers and tow-boys..... | 6 to 12                                  | 1 25 to 2 00     |
| Mechanics on repairs.....  | 12                                       | 1 50 to 2 75     |
| Horseshoers.....           | 12                                       | 3 00 to 3 25     |

### ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 6        | .....   | 6      |
| Employees.....  | 1        | .....   | 1      |
| Others.....     | 2        | 1       | 3      |
| Total.....      | 9        | 1       | 10     |

### Officers of the Company.

| Name.                  | Title.              | Official Address. |
|------------------------|---------------------|-------------------|
| GEN. H. W. SLOCUM..... | President.....      | Brooklyn, N. Y.   |
| ED. F. DRAYTON.....    | Secretary.....      | Brooklyn, N. Y.   |
| GEO. W. CHAUNCEY.....  | Treasurer.....      | Brooklyn, N. Y.   |
| D. W. SULLIVAN.....    | Superintendent..... | Brooklyn, N. Y.   |

### Directors of the Company.

| Name.                   | Residence.      |
|-------------------------|-----------------|
| H. W. SLOCUM.....       | Brooklyn, N. Y. |
| WM. MARSHALL.....       | Brooklyn, N. Y. |
| P. H. HERRIMAN.....     | Brooklyn, N. Y. |
| WM. JOHNSTON.....       | Brooklyn, N. Y. |
| JOHN L. ELLIS.....      | New York city.  |
| GEORGE W. CHAUNCEY..... | Brooklyn, N. Y. |
| MICHAEL CHAUNCEY.....   | Brooklyn, N. Y. |
| D. S. ARNOTT.....       | Brooklyn, N. Y. |
| S. BURLING.....         | Brooklyn, N. Y. |
| E. J. DENISON.....      | Brooklyn, N. Y. |
| H. W. SLOCUM, Jr.....   | Brooklyn, N. Y. |
| W. VANDERHOEP.....      | Brooklyn, N. Y. |
| MICHAEL MURPHY.....     | Brooklyn, N. Y. |

of company, Coney Island and Brooklyn Railroad Company.  
 neral offices at Smith and Huntington streets, Brooklyn, N. Y.  
 te of close of fiscal year, June 30.  
 te of stockholders' annual meeting, second Monday in October.  
 information as to this report, address Ed. F. Drayton, Secretary.

## OORTLAND AND HOMER.

(Date of charter, February 25, 1882.)

For history of organization, see Report of 1885.

## Capital Stock.

|  | No. of shares. | Cash realized on amount outstanding |
|--|----------------|-------------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 800            | \$40,000                            |

## Cost of Road and Equipment.

|   | ROAD.      | Total cost up to June 30, 1891. |
|---|------------|---------------------------------|
| Roadbed, superstructure and rails .....             |            | \$24,500 44                     |
| Right of way .....                                  |            | 625 00                          |
| Real estate .....                                   |            | 3,575 44                        |
| Buildings and fixtures .....                        |            | 5,497 00                        |
| Interest and discount charged to construction ..... |            | 672 32                          |
| Total cost of road .....                            |            | \$34,235 90                     |
|   | EQUIPMENT. |                                 |
| Horses .....  |            | \$2,344 00                      |
| Harness .....                                       |            | 185 00                          |
| Cars .....  |            | 6,068 75                        |
| Wagons, trucks, snow-plows, sleighs .....           |            | 871 10                          |
| Total cost of equipment .....                       |            | \$9,368 85                      |
| Grand total cost of road and equipment .....        |            | \$43,604 75                     |

## Income Account for Year Ending June 30, 1891.

|   |          |            |
|---|----------|------------|
| Gross earnings from operation .....                   |          | \$9,944 00 |
| Less operating expenses (excluding all taxes) .....   |          | 8,484 56   |
| Net earnings from operation .....                     |          | \$1,459 44 |
| Income from other sources, as follows, viz.:          |          |            |
| Miscellaneous .....                                   |          | 60 00      |
| Gross income from all sources .....                   |          | \$1,519 44 |
| Deductions from income, as follows, viz.:             |          |            |
| Taxes on property used in operation of road .....     | \$901 68 |            |
| Taxes on earnings and capital stock .....             | 131 56   |            |
| Rent of office .....                                  | 84 00    |            |
|   |          | 517 24     |
| Net income from all sources .....                     |          | \$998 00   |
| Payments from net income, as follows, viz.:           |          |            |
| Dividends declared, 5 per cent on capital stock ..... |          | 00         |
| Deficit for year ending June 30, 1891 .....           |          | \$1 00     |

## General Income Account.

|   |  |       |
|---|--|-------|
| Deficit for year ending June 30, 1891 ..... |  | 00    |
| Surplus up to June 30, 1890 .....           |  | 6 14  |
| Total surplus June 30, 1891 .....           |  | 35 14 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                  |                   |
|----------------------------------|-------------------|
| From passengers.....             | \$9,445 95        |
| From packages.....               | 376 15            |
| From advertising.....            | 122 50            |
| <b>Total gross earnings.....</b> | <b>\$9,944 60</b> |

## OPERATING EXPENSES.

|   |                   |
|---|-------------------|
| Repairs to roadbed and track.....                                   | \$379 37          |
| Repairs of buildings and fixtures.....                              | 19 49             |
| Repairs of cars and other vehicles.....                             | 236 50            |
| Repairs of harness and stable equipment.....                        | 48 85             |
| Horseshoeing.....   | 196 51            |
| Renewals of horses and mules.....                                   | 55 00             |
| Provender (including expense of grinding).....                      | 1,722 84          |
| Salaries of general officers and clerks.....                        | 1,706 00          |
| Wages of conductors and drivers on horse cars.....                  | 2,187 80          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,182 21          |
| Light and fuel.....   | 72 16             |
| Damages to persons and property.....                                | 47 00             |
| Advertising, printing and office expenses.....                      | 85 85             |
| Insurance.....  | 68 75             |
| Removal of snow and ice.....  | 858 82            |
| Contingencies.....  | 127 81            |
| <b>Total operating expenses.....</b>                                | <b>\$9,484 96</b> |

## General Balance Sheet, June 30, 1891.

## ASSETS.

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$34,235 90        |
| Cost of equipment.....                   | 9,360 48           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | \$2,293 27         |
| Bills receivable.....                    | 70 50              |
| Supplies on hand.....                    | 1,389 50           |
|  | <b>8,753 27</b>    |
|  | <b>\$47,349 65</b> |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$40,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Bills payable.....                            | 48 47              |
| Open accounts.....                            | 10 84              |
| Sundries.....                                 | 2,188 20           |
| Profit and loss (surplus).....                | 5,102 14           |
|   | <b>\$47,349 65</b> |

## Characteristics of Road, Equipment, Etc.

|  |  |             |
|--|--|-------------|
| <i>Length of railway owned by company, as follows:</i>           |  | Miles.      |
| Single track, main line, from Cortland to Homer.....             |  | 3.89        |
| Sidings on main line.....  |  | .20         |
| <b>Total length of single track on main line and branch.....</b> |  | <b>4.09</b> |

|  |  |
|--|--|
| Weight of rail per yard.....   | 25 and 30 lbs.                                     |
| Gage of track.....   | 4 ft. 8½ in.                                       |
| Number of box cars.....  | 4  |
| Open cars.....   | 4  |
| Horses and mules.....  | 19   |
| Schedule time making trip one way.....   | 35 to 40 min.                                      |
| Time run.....  | Once an hour each way; one-half hour car part way. |
| Rate of fare per passenger, 5 and 10 cents; commutation tickets, 20 per cent off; labor rets, 6 cents. |  |
| Number of passengers carried in cars during year.....  | 125,762  |
| Average number of employees (including officials) during year.....                                     | 8 to 10  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.                          |  | Annual salary. |
|---|--|----------------|
| President.....                                |  | \$400 00       |
| Vice-president, secretary and treasurer ..... |  | 600 00         |
| Superintendent.....                           |  | 720 00         |

## OTHER EMPLOYEES.

|                                   | Average number of hours on duty per day. | Wages per day. |
|-----------------------------------|--|----------------|
| Conductors.....                   | 14                                       | \$1 45         |
| Drivers.....                      | 14                                       | 1 28½          |
| Drivers on one-half way car ..... | 9  | 88½            |
| Roadmen .....                     | 12                                       | 1 28½          |
| Hostlers .....                    | 14                                       | 1 28½          |

## Officers of the Company.

| Name.                   | Title.                       | Official Address. |
|-------------------------|------------------------------|-------------------|
| CHAS. H. GARRISON ..... | President.....               | Troy, N. Y.       |
| S. E. WELCH.....        | Secretary and Treasurer..... | Cortland, N. Y.   |
| B. B. TERRY.....        | Superintendent.....          | Cortland, N. Y.   |

## Directors of the Company.

| Name.                  | Residence.      |
|------------------------|-----------------|
| CHAS. H. GARRISON..... | Troy, N. Y.     |
| S. E. WELCH.....       | Cortland, N. Y. |
| J. D. SCHEMERHORN..... | Cortland, N. Y. |
| E. M. HULBUST .....    | Cortland, N. Y. |
| L. D. GARRISON .....   | Cortland, N. Y. |
| EBIN MUDGE .....       | Cortland, N. Y. |
| R. H. DUELL .....      | Cortland, N. Y. |
| ROBERT BUSHBY.....     | Cortland, N. Y. |
| M. H. MCGRAW.....      | Cortland, N. Y. |
| O. P. WALRAD .....     | Cortland, N. Y. |
| D. O. DICKENSON .....  | Cortland, N. Y. |
| FRANKLIN PIERCE.....   | Homer, N. Y.    |
| O. HITCHCOCK.....      | Homer, N. Y.    |

Title of company, Cortland and Homer Horse Railroad Company.  
 General offices at Cortland, N. Y.  
 Date of close of fiscal year, June 30, 1891.  
 Date of stockholders' annual meeting, first Tuesday in July.  
 For information as to this report, address S. E. Welch, Secretary.

## COURT STREET AND EAST END (Binghamton).

(Date of charter, May 23, 1888.)

For history of organization, see Report of 1888.  
 On August 20, 1890, this company leased and began to use West Side Street Railway Company's track and equipment.

## Capital Stock.

|   | No. of shares. | Total par value. | Cash paid on amount outstanding. |
|---|----------------|------------------|----------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding..... | 350            | \$35,000         | 0.00                             |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails .....             | \$9 50   | \$21,448 12   |
| Right of way .....                                  |  | 1,700 00  |
| Real estate .....                                   |  | 1,800 00  |
| Buildings and fixtures .....                        | 235 60   | 3,475 61  |
| Interest and discount charged to construction ..... | 123 92   | 333 68  |
| <b>Total cost of road .....</b>                     | <b>\$369 02</b>  | <b>\$28,757 41</b>                                    |
| <b>EQUIPMENT.</b>                                   |  |   |
| Horses .....  |  | \$3,079 60  |
| Harness .....                                       | \$38 64  | 250 00  |
| Cars .....  |  | 6,435 05  |
| Wagons, trucks, snow-plows, sleighs .....           | 58 00  | 158 00  |
| <b>Total cost of equipment .....</b>                | <b>\$96 64</b>   | <b>\$9,922 65</b>                                     |
| <b>Grand total cost of road and equipment .....</b> | <b>\$465 66</b>  | <b>\$38,680 06</b>                                    |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |                 |
|--|-----------------|
| Account of rails and switch .....                    | \$9 50          |
| Extension of barns .....                             | 235 60          |
| Interest bills payable on account construction ..... | 123 92          |
| New harness .....                                    | 38 64           |
| Wagon .....  | 58 00           |
| <b>Total .....</b>                                   | <b>\$465 66</b> |

## Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation .....                 | \$10,267 25       |
| Less operating expenses (excluding all taxes) ..... | 11,134 41         |
| <b>Net loss from operation .....</b>                | <b>\$867 16</b>   |
| <i>Charges against income, as follows, viz.:</i>    |                   |
| Taxes on property used in operation of road .....   | \$208 89          |
| Taxes on earnings and capital stock .....           | 196 95            |
|   | 405 84            |
| <b>Deficit for year ending June 30, 1891 .....</b>  | <b>\$1,273 00</b> |

## General Income Account.

|   |                   |
|---|-------------------|
| Deficit for year ending June 30, 1891 ..... | \$1,273 00        |
| Surplus up to June 30, 1890 .....           | 2,359 54          |
| <b>Total surplus June 30, 1891 .....</b>    | <b>\$1,086 54</b> |

## Analysis of Gross Earnings and Operating Expenses.

|  |             |
|--|-------------|
| <b>EARNINGS.</b>   |             |
| From passengers .....  | \$10,267 25 |
| <b>OPERATING EXPENSES.</b>   |             |
| Costs of roadbed and track .....                                     | \$279 28    |
| Costs of buildings and fixtures .....                                | 78 47       |
| Costs of cars and other vehicles .....                               | 412 07      |
| Costs of harness and stable equipment .....                          | 70 41       |
| Shoeing .....  | 788 42      |
| Feeds of horses and mules .....                                      | *90 00      |
| Wages of general officers and clerks .....                           | 1,974 27    |
| Wages of conductors and drivers on horse cars .....                  | 795 00      |
| Costs of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 3,446 13    |
|  | 2,461 55    |

\* Credit.

|   |                    |
|---|--------------------|
| Light and fuel .....                            | \$295 42           |
| Advertising, printing and office expenses ..... | 22 13              |
| Insurance .....                                 | 130 40             |
| Removal of snow and ice .....                   | 15 50              |
| Contingencies, leased line .....                | 458 00             |
| <b>Total operating expenses.....</b>            | <b>\$11,134 41</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$38,757 41        |
| Cost of equipment .....                  | 9,922 05           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | 700 00             |
| Supplies on hand:.....                   | 208 00             |
|  | <b>\$39,581 05</b> |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock .....                           | \$35,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Bills payable.....                            | 3,119 41           |
| Open accounts.....                            | 375 00             |
| Profit and loss (surplus).....                | 1,086 54           |
|   | <b>\$39,581 05</b> |

## Characteristics of Road, Equipment, Etc.

|  |                     |
|--|---------------------|
| <i>Length of railway owned by company, as follows, viz.:</i>                         | Miles.              |
| Single track, main line, from Asylum hill to corner Court and Wall streets           | 1.5                 |
| Single track, branch, from Bevier street to Court street.....                        | 1.0                 |
| Total length of single track on main line and branches .....                         | 3.5                 |
| Sidings on main line and branches, 700 feet.....                                     | .13                 |
| Total length of all tracks and sidings owned.....                                    | 3.5                 |
| <i>Length of railroads actually leased and operated by this company, as follows:</i> |                     |
| Single track from Court street to Bethoven street.....                               | 1.0                 |
| Grand total length of all tracks and sidings owned and leased.....                   | 4.5                 |
| Weight of rail per yard.....   | 35 and 45 lbs.      |
| Gauge of track .....   | 4 ft. 8½ in.        |
| Number of box cars.....  | 5                   |
| Open cars .....  | 4                   |
| Horses and mules.....  | 17                  |
| Schedule time making trip one way .....  | 1 hour              |
| Cars are run.....  | 15 minutes headway. |
| Rate of fare per passenger .....   | 4 and 5 cents.      |
| Number of passengers carried in cars during year.....                                | 216,636             |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.                     |  | Annual salary. |
|-------------------------------|--|----------------|
| Secretary and treasurer ..... |  | \$100 00       |
| Superintendent.....           |  | 720 00         |
| OTHER EMPLOYEES.              |  | Wages.         |
| Drivers.....                  |  | 4 00           |
| Roadmen.....                  |  | 0 00           |
| Hostlers.....                 |  | 0 00           |

## Officers of the Company.

| Name.                 | Title.                       | Official Address. |
|-----------------------|------------------------------|-------------------|
| CHARLES M. STONE..... | President .....              | Binghamton, N. Y. |
| W. G. PHELPS .....    | Secretary and Treasurer..... | Binghamton, N. Y. |
| MILES LEONARD.....    | Superintendent.....          | Binghamton, N. Y. |



## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i> |
|------------------------|-------------------|
| *JOHN RAY CLARKE ..... | Binghamton, N. Y. |
| C. M. STONE .....      | Binghamton, N. Y. |
| *D. T. FINCH .....     | Binghamton, N. Y. |
| E. S. CURRAN .....     | Binghamton, N. Y. |
| GEORGE F. LYON .....   | Binghamton, N. Y. |
| G. L. SESSIONS .....   | Binghamton, N. Y. |
| W. G. PHELPS .....     | Binghamton, N. Y. |

Title of company, Court Street and East End Railroad Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address W. G. Phelps, Secretary.

## CROSSTOWN (Buffalo).

(Date of charter, February 1, 1890.)

Organized pursuant to chapter 252 of the Laws of 1884. Its lines in Seneca, Elk, Washington, Perry, Michigan, Sycamore, Main and Tonawanda streets are now in process of construction. The service on the line operated (Main street, from Scajaquada creek northerly to the New York Central railroad crossing) was furnished by the Buffalo Railway Company, this company not yet having bought any equipment.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter and now out-<br>standing † ..... | 5,000          | \$500,000           | \$5,000                                    |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.    | INTEREST.  |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|----------------------|--------------|------------|------------------|-----------------------------|--|
|                      |              | Rate.      | When<br>payable. |                             |  |
| Mortgage .....       | Feb. 1, 1931 | p. c.<br>5 | June & Dec.      | \$350,000                   | \$350,000  |

## Cost of Road.

Total cost up to  
June 30, 1891.

|   |  |              |
|---|--|--------------|
| I | dbed, superstructure and rails, exclusive of electric appliance per-<br>taining to road and superstructure ..... | \$149,320 92 |
| E | tric appliances pertaining to road and superstructure .....  | 184,430 18   |
|   | otal cost of road .....  | \$333,751 10 |

\*Deceased.

† Ten per cent of amount subscribed paid in.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account for Year Ending June 30, 1891.

|   |          |
|---|----------|
| Gross earnings from operation.....  | \$694 73 |
| <i>Deductions from income, as follows, viz.:</i>  |          |
| Taxes on property used in operation of road, earnings, capital stock and all other taxes..... | 109 8    |
| Surplus for year ending June 30, 1891.....  | \$584 95 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |          |
|----------------------|----------|
| From passengers..... | \$694 73 |
|----------------------|----------|

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |              |
|--|--------------|
| Cost of road.....                        | \$338,751 10 |
| <i>Current assets, as follows, viz.:</i> |              |
| Cash on hand.....                        | \$4,482 85   |
| Open accounts.....                       | 63,000 00    |
| Sundries.....                            | 341 60       |
|  | 67,824 45    |
|  | \$401,575 55 |

## LIABILITIES.

|  |              |
|--|--------------|
| Capital stock.....                           | \$5,000 00   |
| Funded debt.....                             | \$80,000 00  |
| <i>Current liabilities as follows, viz.:</i> |              |
| Bills payable.....                           | \$16,000 00  |
| Open accounts.....                           | 29,750 65    |
|  | 45,750 65    |
| Profit and loss (surplus).....               | 624 95       |
|  | \$401,575 55 |

## Characteristics of Road, Equipment, Etc.

|   |                 |
|---|-----------------|
| <i>Length of railway owned by company, as follows:</i>                      | Miles.          |
| Total length of single track on main line and branches.....                 | 7.70            |
| Second track on main line and branches.....                                 | 7.70            |
| Total length of all tracks and sidings owned.....                           | 15.40           |
| Weight of rail per yard.....  | 63 lbs.         |
| Gauge of track.....   | 4 ft. 8 1/4 in. |
| Schedule time making trip one way.....                                      | 20 min.         |
| Cars are run.....   | Every 20 min.   |
| Rate of fare per passenger:   |                 |
| Adults.....   | 5 cents.        |
| Children.....   | 3 cents.        |
| Number of passengers carried in cars during year (including transfers)..... | 78,100          |

## Officers of the Company.

| Name.                  | Title.                    | Official Address.               |
|------------------------|---------------------------|---------------------------------|
| HARDIN H. LITTELL....  | Pres. and Gen. Manager..  | 346 Main street, Buffalo, N. Y. |
| JOSEPH S. BAECHEER.... | Secretary and Treasurer.. | 346 Main street, Buffalo, N. Y. |
| EDWARD EDWARDS.....    | Superintendent.....       | 346 Main street, Buffalo, N. Y. |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| H. H. LITTELL.....     | Buffalo, N. Y.    |
| JOHN L. WILLIAMS.....  | Buffalo, N. Y.    |
| GEORGE URBAN, JR.....  | Buffalo, N. Y.    |
| H. SELLERS MCKEE.....  | Pittsburg, Pa.    |
| E. E. DENNISTON.....   | Philadelphia, Pa. |
| CORNELIUS C. CUYLER... | New York City     |
| JOHN N. BECKLEY.....   | Rochester, N. Y.  |

Title of company, Crosstown Street Railway Company of Buffalo.

General offices at 346 Main street, Buffalo.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information as to this report address J. S. Baecher, Secretary.

**DEERFIELD AND UTICA.**

(Date of charter, May 8, 1888.)

For history of organization, see Report of 1890.

**Capital Stock.**

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter and now out-<br>standing..... | 120            | \$12,000            | \$12,000                                   |

**Cost of Road and Equipment.**

| ROAD.  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....       | \$2,386 82   | \$2,386 82  |
| Road built and equipped by contract .....    |  | 19,616 39   |
| Total cost of road.....                      | \$2,386 82   | \$22,003 21   |
| <b>EQUIPMENT.</b>                            |  |   |
| Horses .....                                 | 430 00   | 430 00  |
| Grand total cost of road and equipment ..... | \$2,816 82   | \$22,433 21   |

**DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.**

|                                 |            |
|---------------------------------|------------|
| Extending road 3,000 feet ..... | \$2,386 82 |
|---------------------------------|------------|

**Income Account for Year Ending June 30, 1891.**

|   |            |
|---|------------|
| Gross earnings from operation .....                   | \$4,114 96 |
| Less operating expenses (excluding all taxes) .....   | 3,501 19   |
| Net earnings from operation.....                      | \$613 77   |
| Deductions from income, as follows, viz.:             |            |
| Taxes on property used in operation of road .....     | \$69 27    |
| Taxes on earnings and capital stock .....             | 18 00      |
| Interest on temporary loan .....                      | 845 27     |
|   | 632 54     |
| Deficit from all sources .....                        | \$18 77    |
| Payments from net income, as follows, viz.:           |            |
| Dividends declared, 6 per cent, on capital stock..... | 720 00     |
| Deficit for year ending June 30, 1891 .....           | \$738 77   |

**General Income Account.**

|   |          |
|---|----------|
| Deficit for year ending June 30, 1891 ..... | \$738 77 |
| plus up to June 30, 1890.....               | 1,100 51 |
| Total surplus June 30, 1891.....            | \$361 74 |

**Analysis of Gross Earnings and Operating Expenses.**

|                  |            |
|------------------|------------|
| <b>EARNINGS.</b> |            |
| 1 passenger..... | \$4,114 96 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## OPERATING EXPENSES.

|   |                   |
|---|-------------------|
| Repairs of buildings and fixtures .....             | \$14 73           |
| Repairs of cars and other vehicles .....            | 144 87            |
| Repairs of harness and stable equipment .....       | 62 89             |
| Horseshoeing .....                                  | 146 15            |
| Provender (including expense of grinding) .....     | 1,026 07          |
| Salaries of general officers and clerks .....       | 300 00            |
| Wages of conductors and drivers on horse cars ..... | 1,319 98          |
| Light and fuel .....                                | 41 30             |
| Damages to persons and property .....               | 5 00              |
| Advertising, printing and office expenses .....     | 7 04              |
| Removal of snow and ice .....                       | 90 34             |
| Contingencies .....                                 | 343 63            |
| <b>Total operating expenses .....</b>               | <b>\$3,501 19</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                         |                    |
|-------------------------|--------------------|
| Cost of road .....      | \$22,003 21        |
| Cost of equipment ..... | 430 00             |
|                         | <b>\$22,433 21</b> |

## LIABILITIES.

|  |                    |
|--|--------------------|
| Capital stock .....                      | \$12,000 00        |
| Current liabilities, of following, viz.: |                    |
| Bills payable .....                      | 9,824 85           |
| Open accounts .....                      | 246 61             |
| Profit and loss (surplus) .....          | 361 74             |
|  | <b>\$22,433 21</b> |

## Characteristics of Road, Equipment, Etc.

|  |               |
|--|---------------|
| Single track, main line, from Utica to Schuyler road, miles .....    | 3             |
| Weight of rail per yard .....  | 47 lbs.       |
| Gauge of track .....   | 4 ft. 8½ in.  |
| Number of box cars .....   | 3             |
| Horses .....   | 1             |
| Schedule time making trip one way .....                              | 30 min.       |
| Cars are run .....   | Every 15 min. |
| Rate of fare per passenger .....                                     | 3 and 5 cts.  |
| Number of passengers carried in cars during year .....               | 83,000        |
| Average number of employees (including officials), during year ..... | 1             |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS.

## Annual salary

|                        |          |
|------------------------|----------|
| General officers ..... | \$300 00 |
|------------------------|----------|

## OTHER EMPLOYEES.

|               | Average number of hours on duty per day. | Wages per day. |
|---------------|--|----------------|
| Drivers ..... | 12                                       | \$1 11         |

## Officers of the Company.

| Name.                 | Title.                        | Official Address. |
|-----------------------|-------------------------------|-------------------|
| FRED. G. WEAVER ..... | President .....               | Deerfield, "      |
| A. T. GOODWIN .....   | Secretary and Treasurer ..... | Utica, N. "       |

## Directors of the Company.

| Name.                      | Residence    |
|----------------------------|--------------|
| A. MAZIAH D. BAERER .....  | Utica, N. Y  |
| FREDERICK G. WEAVER .....  | Deerfield, " |
| ALEXANDER T. GOODWIN ..... | Utica, N. "  |
| JOSEPH R. SWAN .....       | Utica, N. "  |
| WILLIAM M. WHITE .....     | Utica, N. "  |
| PUBLIUS V. ROGERS .....    | Utica, N. "  |
| J. MILTON BUTLER .....     | Utica, N. "  |

Title of company, Deerfield and Utica Railroad Company.  
 General offices at Utica, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, first Monday in October.  
 For information as to this report, address A. T. Goodwin, Treasurer.

**DRY DOCK, EAST BROADWAY AND BATTERY (New York city).**

(Date of charter, December 8, 1863.)

**Capital Stock and Funded Debt.**

**CAPITAL STOCK.**

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter.....      | 12,000         | \$1,200,000 00      | .....                                      |
| Issued for actual cash .....           |                | \$11,925 24         | \$11,925 24                                |
| Issued on account of construction..... |                | 1,188,074 76        | .....                                      |
| Total now outstanding.....             | 12,000         | \$1,200,000 00      | \$11,925 24                                |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.              | When due. | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-----------------------------------|-----------|-----------|------------------|-----------------------------|--|
|                                   |           | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds .....        | 1893..... | D.C.<br>7 | June & Dec.      | \$840,000                   | \$709,800  |
| Certificates of indebtedness..... | 1914..... | 6         | Feb. & Aug.      | 1,100,000                   | .....  |
| Total .....                       |           |           |                  | \$1,940,000                 | \$709,800  |

**Cost of Road and Equipment.**

| ROAD.                                    |  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|--|---|
| Roadbed, superstructure and rails.....   |  |  | \$355,579 28  |
| Right of way.....                        |  |  | 1,562,410 79  |
| Real estate.....                         |  |  | 828,523 60  |
| All other fixtures.....                  |  |  | 4,782 00  |
| Total cost of road .....                 |  |  | \$2,751,295 67  |
| EQUIPMENT.                               |  |  |   |
| Tools.....                               |  | \$3,565 00   | \$133,105 00  |
| Wagon.....                               |  |  | 5,000 00  |
| Wagon in shop.....                       |  |  | 159,350 00  |
| Wagon, trucks, snow-plows, sleighs ..... |  |  | 5,600 00  |
|  |  |  | 12,802 00   |
| Total cost of equipment.....             |  | \$3,565 00   | \$315,857 00  |
| Total cost of road and equipment .....   |  | \$3,565 00   | \$3,067,152 67  |

## Income Account for Year Ending June 30, 1891.

|   |             |              |
|---|-------------|--------------|
| Gross earnings from operation .....                   |             | \$789,694 8  |
| Less operating expenses (excluding all taxes) .....   |             | 523,379 8    |
| Net earnings from operation .....                     |             | \$267,314 8  |
| <i>Income from other sources, as follows, viz.:</i>   |             |              |
| Interest .....  | \$14,537 85 |              |
| Rents .....   | 8,566 00    |              |
|   |             | 18,102 85    |
| Gross income from all sources .....                   |             | \$275,417 65 |
| <i>Deductions from income, as follows, viz.:</i>      |             |              |
| Taxes on property used in operation of road .....     | \$21,501 11 |              |
| Taxes on earnings and capital stock .....             | 15,213 29   |              |
| Interest on funded debt, due and accrued .....        | 58,800 00   |              |
| Interest on certificates, due and accrued .....       | 69,000 00   |              |
| Rents .....   | 5,648 00    |              |
|   |             | 170,162 40   |
| Net income from all sources .....                     |             | \$105,255 25 |
| <i>Payments from net income, as follows, viz.:</i>    |             |              |
| Dividends declared, 8 per cent on capital stock ..... |             | \$6,000 00   |
| Surplus for year ending June 30, 1891 .....           |             | \$9,255 25   |

## General Income Account.

|   |            |
|---|------------|
| Surplus for year ending June 30, 1891 .....         | \$9,255 25 |
| Surplus up to June 30, 1890 .....                   | 49,944 7   |
| From profit and loss .....                          | 1,113 1    |
|   | \$50,333 1 |
| To profit and loss account, certificates paid ..... | 9,561 2    |
| Total surplus June 30, 1891 .....                   | \$50,332 1 |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                  |             |
|----------------------------|-------------|
| From passengers .....      | \$780,244 1 |
| Advertising in cars .....  | 454 1       |
| Total gross earnings ..... | \$780,694 1 |

| OPERATING EXPENSES.  |             |
|--|-------------|
| Repairs of roadbed and track .....                                   | \$21,554 7  |
| Repairs of buildings and fixtures .....                              | 7,654 4     |
| Repairs of cars .....  | 41,220 7    |
| Repairs of harness and stable equipment .....                        | 4,506 6     |
| Repairs of engine and machinery .....                                | 2,130 2     |
| Horseshoeing .....   | 13,767 2    |
| Renewals of horses .....   | 19,931 6    |
| Provender (including expense of grinding) .....                      | 77,191 4    |
| Salaries of general officers and clerks .....                        | 24,569 4    |
| Wages of conductors and drivers on horse cars .....                  | 191,871 1   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 74,469 1    |
| Light and fuel .....   | 4,150 6     |
| Water tax .....  | 458 2       |
| Damages to persons and property .....                                | 10,019 2    |
| Legal expenses .....   | 13,372 3    |
| Advertising, printing and office expenses .....                      | 4,692 3     |
| Insurance .....  | 5,167 3     |
| Removal of snow and ice .....  | 1,225 6     |
| Contingencies .....  | 5,703 2     |
| Total operating expenses .....                                       | \$523,379 8 |

## General Balance Sheet June 30, 1891.

| ASSETS.   |             |
|---|-------------|
| Cost of road .....                                    | \$2, .. 6   |
| Cost of equipment .....                               | " .. 00     |
| <i>Other permanent investments, as follows, viz.:</i> |             |
| United States bonds .....                             | 00          |
| <i>Current assets, as follows, viz.:</i>              |             |
| Cash on hand .....                                    | \$56,538 55 |
| Supplies on hand .....                                | 49,090 84   |
|   | 105,629 39  |
|   | \$2, .. 6   |

LIABILITIES.

|                                   |                |
|-----------------------------------|----------------|
| Capital stock.....                | \$1,200,000 00 |
| Certificates of indebtedness..... | 1,100,000 00   |
| Funded debt.....                  | 840,000 00     |

Current liabilities, as follows, viz.:

|                                |                       |
|--------------------------------|-----------------------|
| Interest on funded debt.....   | 4,900 00              |
| Interest on certificates.....  | 27,500 00             |
| Profit and loss (surplus)..... | 50,382 06             |
|                                | <u>\$3,222,782 06</u> |

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

|   |                |
|---|----------------|
| Single track, main line.....                      | 10.3977        |
| Second track on main line.....                    | 5.747          |
| Sidings on main line.....                         | 2.3951         |
| Total length of all tracks and sidings owned..... | <u>18.3996</u> |

|  |                    |
|--|--------------------|
| Weight of rail per yard.....                                       | 60 lbs.            |
| Gauge of track.....  | 4 ft. 8½ in.       |
| Numbers of box cars.....   | 163                |
| Open cars.....   | 18                 |
| Horses.....  | 941                |
| Schedule time making trip one way.....                             | 23 to 39½ min.     |
| Cars are run.....  | Every 1½ to 8 min. |
| Rate of fare per passenger.....                                    | 5 cents.           |
| Number of passengers carried in cars during year.....              | 15,604,892         |
| Average number of employees (including officials) during year..... | 680                |

Wages, Etc., of Employees.

|                 | Average number of hours on duty per day | Wages per day. |
|-----------------|---|----------------|
| Conductors..... | 10                                      | \$2 00         |
| Drivers.....    | 10                                      | 2 00           |
| Starters.....   | 8 to 10                                 | \$2 00 to 2 50 |
| Watchmen.....   | 12                                      | 1 75 to 2 75   |
| Roadmen.....    | 10                                      | 1 60 to 2 00   |
| Hostlers.....   | 10                                      | 1 75           |
| Carpenters..... | 10                                      | 2 50 to 2 75   |
| Receivers.....  | 8 to 10                                 | 2 50           |

ACCIDENTS.

Injured.

|  |   |
|--|---|
| Other than passengers and employees..... | 5 |
|--|---|

Officers of the Company.

| Name.              | Title.                       | Official Address.             |
|--------------------|------------------------------|-------------------------------|
| WM. WHITE.....     | President.....               | 605 Grand street, N. Y. city. |
| RICHARD KELLY..... | Secretary and Treasurer..... | 605 Grand street, N. Y. city. |
| FRED F. WHITE..... | Superintendent.....          | 605 Grand street, N. Y. city. |

Directors of the Company.

| Name.                  | Residence.      |
|------------------------|-----------------|
| M. WHITE.....          | New York city.  |
| CHARL KELLY.....       | New York city.  |
| JEN W. SCHIBNER.....   | New York city.  |
| JOHN E. HOFFMIRE.....  | New York city.  |
| JEN LOWRY.....         | New York city.  |
| JEN BYRNS.....         | New York city.  |
| JOSEPH JACOBS.....     | New York city.  |
| SIDNEY SMITH.....      | New York city.  |
| M. RICHARDSON.....     | Brooklyn, N. Y. |
| ETER J. THORNE.....    | Brooklyn, N. Y. |
| AS. A. HOTCHKISS.....  | Bridgeport, Ct. |
| NEY A. MORGAN.....     | Aurora, N. Y.   |
| LANSING ZABRISKIE..... | Aurora, N. Y.   |

Title of company, Dry Dock, East Broadway and Battery Railroad Company.  
 General offices at 805 Grand street, New York city.  
 Date of close of fiscal year, January 1.  
 Date of stockholders' annual meeting, second Tuesday in January.  
 For information as to this report, address Richard Kelly, Secretary and Treasurer.

### DUNKIRK AND FREDONIA.

(Date of charter, April 21, 1864.)

Date of organization, December 14, 1865.

The road is being reconstructed this season. Only the ordinary operations are given in this report. It is not yet completed and will not be before January 1, 1892, and the reconstruction accounts are not yet received at this office.

#### Capital Stock.

|                                   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|-----------------------------------|----------------|---------------------|--|
| Authorized by law or charter..... | 750            | \$75,000            | -----                                      |
| Total now outstanding.....        | 570            | 57,000              | \$41,205                                   |

#### Cost of Road and Equipment.

| ROAD.  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Roadbed, superstructure and rails.....             | \$39,351 45                        |
| Right of way.....                                  | 1,445 00                           |
| Real estate.....                                   | 3,400 00                           |
| Buildings and fixtures.....                        | 2,519 21                           |
| Interest and discount charged to construction..... | 5,646 86                           |
| Total cost of road.....                            | \$52,362 51                        |

#### EQUIPMENT.

|   |             |
|---|-------------|
| *Total cost of equipment.....               | 7,506 35    |
| Grand total cost of road and equipment..... | \$59,868 86 |

#### Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                   | \$11,823 48 |
| Less operating expenses (excluding all taxes).....   | 6,690 57    |
| Net earnings from operation.....                     | \$5,132 91  |
| Income from other sources, as follows, viz.:         |             |
| Rent.....  | \$195 85    |
| Sundries.....  | 543 36      |
|  | 539 21      |
| Gross income from all sources.....                   | \$5,672 11  |
| Deductions from income, as follows, viz.:            |             |
| Taxes on property used in operation of road.....     | \$539 01    |
| Taxes on earnings and capital stock.....             | 191 42      |
| Interest on notes due and accrued.....               | 54 87       |
|  | 785 30      |
| Net income from all sources.....                     | \$4,886 81  |
| Payments from net income, as follows, viz.:          |             |
| Dividends declared, 8 per cent on capital stock..... | 4,512 00    |
| Surplus for year ending June 30, 1891.....           | \$374 81    |

\* See Report of 1885.



## General Income Account.

|   |                   |
|---|-------------------|
| Surplus for year ending June 30, 1891 ..... | \$316 81          |
| Surplus up to June 30, 1890 .....           | 2,806 80          |
| Total surplus June 30, 1891 .....           | <u>\$3,123 11</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            |                    |
|----------------------------|--------------------|
| From passengers .....      | \$10,616 30        |
| From mail .....            | 600 00             |
| From express .....         | 608 18             |
| Total gross earnings ..... | <u>\$11,822 48</u> |

## OPERATING EXPENSES.

|   |                   |
|---|-------------------|
| Repairs of roadbed and track .....                  | \$636 60          |
| Repairs of buildings and fixtures .....             | 44 81             |
| Repairs of cars and other vehicles .....            | 833 34            |
| Repairs of harness and stable equipment .....       | 164 06            |
| Horseshoeing .....                                  | 220 78            |
| Renewals of horses and mules .....                  | 375 00            |
| Provender (including expense of grinding) .....     | 1,535 03          |
| Salaries of general officers and clerks .....       | 200 00            |
| Wages of conductors and drivers on horse cars ..... | 2,016 36          |
| Horse and wagon rent for extras .....               | 152 00            |
| Light and fuel .....                                | 64 61             |
| Water tax .....                                     | 16 50             |
| Rent of bell punch .....                            | 36 70             |
| Oil and waste .....                                 | 11 00             |
| Advertising, printing and office expenses .....     | 71 75             |
| Insurance .....                                     | 148 80            |
| Removal of snow and ice .....                       | 29 28             |
| Contingences .....                                  | 152 95            |
| Total operating expenses .....                      | <u>\$6,699 57</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                         |             |
|-------------------------|-------------|
| Cost of road .....      | \$52,362 51 |
| Cost of equipment ..... | 7,566 35    |

## Current assets, as follows, viz.:

|                        |                    |
|------------------------|--------------------|
| Cash on hand .....     | \$1,068 47         |
| Open accounts .....    | 437 82             |
| Supplies on hand ..... | 50 00              |
|                        | <u>1,556 29</u>    |
|                        | <u>\$61,485 15</u> |

## LIABILITIES.

|                     |             |
|---------------------|-------------|
| Capital stock ..... | \$57,000 00 |
|---------------------|-------------|

## Current liabilities, as follows, viz.:

|  |                    |
|--|--------------------|
| Interest on note due and accrued ..... | \$10 50            |
| Bills payable .....                    | 2,700 00           |
| Open accounts .....                    | 150 00             |
| Sundries .....                         | 75 00              |
|  | <u>2,935 50</u>    |
| Profit and loss (surplus) .....        | 1,549 65           |
|  | <u>\$61,485 15</u> |

## Characteristics of Road, Equipment, Etc.

|  |              |
|--|--------------|
| Miles.   |              |
| Length of railway owned by company, as follows:    |              |
| a track, main line, from Dunkirk to Fredonia ..... | 3.506        |
| gs on main line .....                              | .063         |
| Total length of all tracks and sidings owned ..... | <u>3.569</u> |

Commissioners should agree with surplus as stated in the balance sheet but it does not.— R. R. Commissioners.

## REPORT OF THE RAILROAD COMMISSIONERS.

|   |                    |
|---|--------------------|
| Weight of rail per yard.....  | 25 lbs.            |
| Gauge of track .....  | 4 ft. 10 in.       |
| Number of box cars.....   | 4                  |
| Open cars.....  | 1                  |
| Horses and mules.....   | 12                 |
| Schedule time making trip one way.....                              | 35 min.            |
| Cars are run, round trips per day.....                              | 9 to 11            |
| Rate of fare per passenger, according to distance.....              | 5, 6, 10 & 15 cts. |
| Number of passengers carried in cars during year.....               | 112,918            |
| Average number of employees (including officials), during year..... | 4                  |

## Salaries, Wages, Etc., of Officers and Employees.

|                               | OFFICERS. | Annual salary. |
|-------------------------------|-----------|----------------|
| Secretary and treasurer ..... |           | \$200 00       |

## OTHER EMPLOYEES.

|   | Average number of hours on duty per day. | Wages per day. |
|---|--|----------------|
| Conductors .....                                | 10                                       | \$1 25         |
| Drivers.....                                    | 10                                       | 1 25           |
| Roadmen, hired by day as needed.....            | 10                                       | 1 50 to 2 00   |
| Hostlers, each driver cares for his own horses. |  |                |

## Officers of the Company.

| Name.                | Title.                         | Official Address. |
|----------------------|--------------------------------|-------------------|
| W. McKINSTRY.....    | President .....                | Fredonia, N. Y.   |
| M. M. FENNER.....    | Secretary and Treasurer .....  | Fredonia, N. Y.   |
| E. H. CRAWFORD ..... | Superintendent and Conductor.. | Fredonia, N. Y.   |

## Directors of the Company.

| Name.               | Residence.      |
|---------------------|-----------------|
| W. McKINSTRY.....   | Fredonia, N. Y. |
| GEORGE BARKER ..... | Fredonia, N. Y. |
| H. C. LAKE .....    | Fredonia, N. Y. |
| M. M. FENNER.....   | Fredonia, N. Y. |
| FRANK MAY .....     | Dunkirk, N. Y.  |

Title of company, Dunkirk and Fredonia Railroad Company.

General offices at Fredonia, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, third Monday in July.

For information as to this report, address M. M. Fenner, Treasurer.

## EIGHTH AVENUE (New York city).

(Date of charter, January 10, 1855.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash received on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter .....          | 10,000         | \$1,000,000      | .....                                |
| Issued for actual cash .....                | 2,375          | \$237,500        | \$2                                  |
| Issued for road, equipment and real estate. | 7,625          | 762,500          | .....                                |
| Total now outstanding.....                  | 10,000         | \$1,000,000      |                                      |

## FUNDED DEBT.

| DESIGNATION OF LIEN.             | When due.    | INTEREST.  |                 | Amount outstanding. |
|----------------------------------|--------------|------------|-----------------|---------------------|
|                                  |              | Rate.      | When payable.   |                     |
| Certificate of indebtedness..... | Feb. 1, 1914 | p. c.<br>6 | Feb. 1 & Aug. 1 | \$1,000,000         |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails.....      | \$7,600 74   | \$563,440 62  |
| Real estate.....                            | 11,500 00  | 885,590 07  |
| Total cost of road.....                     | \$19,100 74  | \$1,529,030 69  |
| EQUIPMENT.                                  |  |   |
| Horses .....                                | \$13,500 00  | \$133,890 00  |
| Cars .....                                  | 4,870 00   | 166,563 62  |
| Total cost of equipment.....                | \$18,370 00  | \$290,443 62  |
| Grand total cost of road and equipment..... | \$37,470 74  | \$1,819,474 81  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |             |
|--|-------------|
| Labor in shifting tracks as required by city authorities, and paving tracks..... | \$7,600 74  |
| Materials and labor used in building new stalls for increase of horses.....      | 11,500 00   |
| Increase of ninety horses.....   | 13,500 00   |
| Increase of twelve open cars.....  | \$7,800 00  |
| Less old cars sold.....  | 2,930 00    |
|  | 4,870 00    |
| Total.....   | \$37,470 74 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation .....                  | \$729,305 00 |
| Less operating expenses (excluding all taxes) .....  | 522,752 83   |
| Net earnings from operation.....                     | \$206,552 17 |
| Income from other sources, as follows, viz.:         |              |
| Rents and interest .....                             | 15,988 30    |
| Gross income from all sources.....                   | \$222,540 47 |
| Deductions from income, as follows, viz.:            |              |
| res on property used in operation of road.....       | \$18,000 00  |
| res on earnings and capital stock.....               | 17,108 90    |
| rest on funded debt due and accrued.....             | 60,000 00    |
|  | 95,108 90    |
| Net income from all sources .....                    | \$127,431 57 |
| Payments from net income, as follows, viz.:          |              |
| Dividends declared 9 per cent on capital stock ..... | 90,000 00    |
| Surplus for year ending June 30, 1891 .....          | \$37,431 57  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$37,431 57 |
| Deficit up to June 30, 1890 .....           | 114,824 00  |
| Total deficit June 30, 1891 .....           | \$77,392 43 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                     |              |
|---------------------|--------------|
| From passengers.... | \$729,306 00 |
|---------------------|--------------|

## OPERATING EXPENSES.

|  |              |
|--|--------------|
| Repairs of roadbed and track .....                                   | \$24,011 44  |
| Repairs of buildings and fixtures .....                              | 4,067 23     |
| Repairs of cars and other vehicles .....                             | 16,398 12    |
| Repairs of harness and stable equipment .....                        | 4,942 81     |
| Horseshoeing .....   | 16,082 55    |
| Renewals of horses and mules .....                                   | 22,706 50    |
| Provender (including expense of grinding) .....                      | 123,554 66   |
| Salaries of general officers and clerks .....                        | 18,006 19    |
| Wages of conductors and drivers on horse cars .....                  | 174,609 92   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc ..... | 81,413 74    |
| Light and fuel .....   | 8,075 76     |
| Water tax .....  | 341 10       |
| Damages to persons and property .....                                | 8,495 66     |
| Legal expenses .....   | 5,785 48     |
| Advertising, printing and office expenses .....                      | 788 33       |
| Insurance .....  | 5,645 00     |
| Car licenses .....   | 4,522 00     |
| Contingencies .....  | 3,094 86     |
| Total operating expenses .....                                       | \$522,752 83 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                |
|--|----------------|
| Cost of road .....                             | \$1,529,030 69 |
| Cost of equipment .....                        | 290,443 61     |
| Other permanent investments, as follows, viz.: |                |
| Stock of other companies .....                 | 6,100 00       |
| Current assets, as follows, viz.:              |                |
| Cash on hand .....                             | \$25,933 26    |
| Loans .....                                    | 70,000 00      |
| Supplies on hand .....                         | 23,800 00      |
| Car licenses .....                             | 2,300 00       |
|  | 122,033 26     |
| Profit and loss (deficiency) .....             | 77,392 43      |
|  | \$2,025,000 00 |

## LIABILITIES.

|  |                |
|--|----------------|
| Capital stock .....                    | \$1,000,000 00 |
| Funded debt .....                      | 1,000,000 00   |
| Current liabilities, as follows, viz.: |                |
| Interest on funded debt .....          | 25,000 00      |
|  | \$2,025,000 00 |

## Characteristics of Road, Equipment, Etc.

|  | Miles.    |
|--|-----------|
| Length of railway owned by the company, as follows, viz.:            |           |
| Single track, main line, from Vesey street to Harlem river .....     | 19        |
| Second track on main line .....                                      | 10        |
| Total length of all tracks and sidings owned .....                   | 29        |
| Weight of rail per yard .....  | 6         |
| Gauge of track .....   | 4 ft. 8   |
| Number of box cars .....   | 10        |
| Open cars .....  | 10        |
| Horses and mules .....   | 10        |
| Schedule time making trip one way .....                              | 1 hour 30 |
| Cars are run .....   | Every 21  |
| Rate of fare per passenger .....                                     | 5 c       |
| Number of passengers carried in cars during year .....               | 14,800    |
| Average number of employees (including officials), during year ..... | 0         |

**Salaries, Wages, Etc., of Officers and Employees.**

|                       | OFFICERS AND CLERKS. | Annual salary. |
|-----------------------|----------------------|----------------|
| General officers..... |                      | \$12,903 30    |
| Office clerks.....    |                      | 5,102 89       |

**OTHER EMPLOYEES.**

|                             | Average number of hours on duty per day. | Wages per day. |
|-----------------------------|--|----------------|
| Conductors and drivers..... | 10                                       | \$2 00         |
| Starters.....               | 9  | 2 25           |
| Watchmen.....               | 10                                       | 2 00           |
| Switchmen.....              | 10                                       | 1 75           |
| Roadmen.....                | 10                                       | 1 85           |
| Hostlers.....               | 10                                       | 1 75           |
| Horseshoers.....            | 10                                       | 2 50           |
| Carpenters.....             | 10                                       | 2 75           |
| Painters.....               | 10                                       | 2 40           |
| Harness makers.....         | 10                                       | 2 10           |

**ACCIDENTS.**

|   | Injured. |
|---|----------|
| Passengers.....                           | 2        |
| Others than passengers and employees..... | 6        |
| Total.....                                | 8        |

**Officers of the Company.**

| Name.                   | Title.                                   | Official Address. |
|-------------------------|--|-------------------|
| GEORGE LAW.....         | President.....                           | New York city.    |
| JACOB HAYS.....         | Vice-President.....                      | New York city.    |
| JAMES G. AFFLECK.....   | Secretary and Treasurer.....             | New York city.    |
| JAMES AFFLECK.....      | Asst. Treasurer and Asst. Secretary..... | New York city.    |
| EDMUND R. SHEERMAN..... | Superintendent.....                      | New York city.    |

**Directors of the Company.**

| Name.                    | Residence.       |
|--------------------------|------------------|
| GEORGE LAW.....          | New York city.   |
| JACOB HAYS.....          | New York city.   |
| E. ST. JOHN HAYS.....    | New York city.   |
| JOSEPH H. GODWIN.....    | New York city.   |
| JOSEPH TATE.....         | New York city.   |
| OTIS W. RANDALL.....     | New York city.   |
| JOSEPH J. O'DONOHUE..... | New York city.   |
| WM. C. YOUNG.....        | New York city.   |
| WILLIAM RAVESTEYN.....   | Brooklyn, N. Y.  |
| STEPHEN H. HERRIMAN..... | Brooklyn, N. Y.  |
| G. GRANVILLE WRIGHT..... | Cambridge, N. Y. |
| JAMES AFFLECK.....       | Yonkers, N. Y.   |
| JAMES G. AFFLECK.....    | Yonkers, N. Y.   |

Title of company, Eighth Avenue Railroad Company.

General offices at corner Fifth street and Eighth avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in January.

For information as to this report, address James G. Affleck, Treasurer, 259 Fifth avenue.

**ELMIRA AND HORSEHEADS.**

(Date of charter, December 30, 1870.)

or history of organization, etc., see Reports of 1885 and 1889.

- 1 he Maple Avenue railroad was leased July 1, 1889, to the Elmira and Horseheads
- 1 way Company for ninety-nine years and all its accounts are included in this report.
- 3 apital stock of the Elmira and Horseheads Railway Company was increased from
- 3 50 to \$180,000 at a meeting of stockholders September 16, 1890.
- 1 nds of 1940. The issue of these bonds was authorized at a meeting of the stock-
- 1 ers held September 20, 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding |
|--|----------------|------------------|-------------------------------------|
| Authorized by law or charter.....          | 4,000          | \$400,000        | .....                               |
| Issued for actual cash and now outstanding | 3,990          | .....            | \$398,000                           |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due. | When payable. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|-----------|---------------|---------------------|--------------------------------------|
| First mortgage.....  | 1940      | Jan. & July   | \$375,000           | \$375,000                            |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure..... | .....  | \$701,522 00  |
| Electric appliances pertaining to road and superstructure.....   | \$33,670 00  | 33,670 00   |
| Real estate.....   | .....  | 12,570 00   |
| All other buildings and fixtures.....  | .....  | 3,400 00  |
| Interest and discount charged to construction.....   | .....  | 1,940 00  |
| Total cost of road.....  | \$33,670 00  | \$753,172 00  |
| <b>EQUIPMENT.</b>  |  |   |
| Horses.....  | .....  | \$3,300 00  |
| Harness.....   | .....  | 7,600 00  |
| Cars, other than motor cars.....   | .....  | 23,050 00   |
| Motor cars and fixtures.....   | .....  | 33,600 00   |
| Dummies.....   | .....  | 3,300 00  |
| Total cost of equipment.....   | .....  | \$79,850 00   |
| Grand total cost of road and equipment.....  | \$33,670 00  | \$832,931 44  |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation.....                  | \$50,994 14 |
| Less operating expenses (excluding all taxes).....  | 36,687 34   |
| Net earnings from operation.....                    | \$12,306 80 |
| <i>Income from other sources, as follows, viz.:</i> |             |
| Blacksmithing.....                                  | 893 34      |
| Gross income from all sources.....                  | \$13,200 14 |
| <i>Deductions from income, as follows, viz.:</i>    |             |
| Taxes on property used in operation of road.....    | \$1,093 54  |
| Taxes on earnings and capital stock.....            | 335 56      |
| Interest on funded debt due and accrued.....        | 16,417 80   |
|   | 11, 00      |
| Deficit for year ending June 30, 1891.....          | \$4, 44     |

\*No detailed statement of an increase of \$615,668.75 in "Cost of Road and Equipment" over that reported for the year ending June 30, 1890, is given.—R. R. Commission.

# ELMIRA AND HORSEHEADS.

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## General Income Account.

|  |             |
|--|-------------|
| Deficit for year ending June 30, 1891..... | \$4,746 44  |
| Surplus up to June 30, 1890.....           | 3,122 88    |
|  | <hr/>       |
| Appreciation on inventory.....             | \$1,623 58  |
|  | 17,616 12   |
|  | <hr/>       |
| Total surplus June 30, 1891.....           | \$15,992 54 |
|  | <hr/>       |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                           |             |
|---------------------------|-------------|
| From passengers.....      | \$50,846 96 |
| From freight.....         | 47 20       |
|                           | <hr/>       |
| Total gross earnings..... | \$50,894 16 |
|                           | <hr/>       |

### OPERATING EXPENSES.

|  |             |
|--|-------------|
| Repairs of roadbed and track operated by horses, also of track operated by mechanical traction, including overhead and underground wires, and all other track fixtures.....  | \$1,967 81  |
| Repairs of buildings and fixtures exclusively used for mechanical power, and all other buildings and fixtures.....   | 106 17      |
| Repairs of motor cars and fixtures.....  | 1,473 87    |
| Repairs of harness and stable equipment.....   | 166 20      |
| Horseshoeing.....  | 1,444 46    |
| Provender (including expense of grinding).....   | 5,696 56    |
| Salaries of general officers and clerks.....   | 3,829 68    |
| Wages of conductors, drivers on horse cars, conductors and motor men on cars propelled by mechanical traction, engineer, firemen and all others employed at power-house..... | 10,456 36   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....  | 3,709 66    |
| Light and fuel, other than at power-house.....   | 1,627 91    |
| Power rent.....  | 3,733 15    |
| Water tax.....   | 171 99      |
| Damages to persons and property.....   | 25 00       |
| Legal expenses.....  | 116 38      |
| Advertising, printing and office expenses.....   | 669 06      |
| Insurance.....   | 834 70      |
| Oil and waste.....   | 430 19      |
| Contingencies.....   | 1,066 46    |
| Interest, general.....   | 1,177 76    |
|  | <hr/>       |
| Total operating expenses.....  | \$38,687 34 |
|  | <hr/>       |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |              |
|--|--------------|
| Cost of road.....                              | \$763,172 97 |
| Cost of equipment.....                         | 79,668 47    |
| Other permanent investments, as follows, viz.: |              |
| Office furniture.....                          | 738 00       |
| Bonds in trust.....                            | 25,000 00    |
| Current assets, as follows, viz.:              |              |
| Cash on hand.....                              | 4,369 75     |
| Open accounts.....                             | 60 00        |
| Supplies on hand.....                          | 1,029 26     |
|  | <hr/>        |
|  | \$864,028 45 |
|  | <hr/>        |

### LIABILITIES.

|  |              |
|--|--------------|
| Capital stock.....                     | \$398,000 00 |
| Fixed debt.....                        | 400,000 00   |
| Current liabilities, as follows, viz.: |              |
| Bills payable.....                     | 9,241 24     |
| Open accounts.....                     | 40,794 67    |
| Profit and loss (surplus).....         | 15,992 54    |
|  | <hr/>        |
|  | \$864,028 45 |
|  | <hr/>        |

## Characteristics of Road, Equipment, Etc.

|  |   | Miles. |
|--|---|--------|
| <i>Length of railway owned by company, as follows :</i>  |   |        |
| Single track, main line, from New York, Lake Erie and Western railroad depot to Horseheads.....  |   | 7.42   |
| Single track, branch, from New York, Lake Erie and Western railroad depot to Clinton street..... |   | 1.35   |
| Single track, branch, from Clinton street to College avenue.....                                 |   | .70    |
| Single track, branch, from Lake street to fair grounds.....                                      |   | .97    |
| Total length of single track on main line and branches.....                                      |   | 10.44  |
| Sidings on main line and branches.....   |   | .45    |
| Total length of all tracks and sidings owned.....  |   | 11.00  |
| <i>Length of railways actually leased and operated by this company, as follows :</i>             |   |        |
| Single track from New York, Lake Erie and Western, Miller street, to Club House.....             |   | .75    |
| Single track from Club House to Water street.....  |   | 2.00   |
| Total length of single track leased.....   |   | 2.75   |
| Second track and sidings.....  |   | .20    |
| Total length of all tracks and sidings leased.....   |   | 2.95   |
| Grand total length of all tracks and sidings owned and leased.....                               |   | 14.40  |
| Weight of rail per yard.....   | 38 and 52 lbs.                            |        |
| Gauge of track.....  | 4 ft. 8½ in.                              |        |
| Number of box cars, not motors.....  | 3   |        |
| Open cars, not motors.....   | 10  |        |
| Horses and mules.....  | 4   |        |
| Number of motor cars.....  | 13  |        |
| Dummies.....   | 1   |        |
| Schedule time making trip one way.....   | 1 hour.                                   |        |
| Cars are run.....  | Quarter-hourly, city; hourly, Horseheads. |        |
| Rate of fare per passenger.....  | 5 and 10c.                                |        |
| Number of passengers carried in cars during year.....  | 1,016,340                                 |        |
| Average number of employees (including officials) during year.....                               | 2   |        |

## Salaries, Wages, Etc., of Officers and Employees.

|                                    |  | Annual salary. |
|------------------------------------|--|----------------|
| <b>OFFICERS.</b>                   |  |                |
| President.....                     |  | \$1,800 00     |
| Treasurer and general manager..... |  | 900 00         |

## OTHER EMPLOYEES.

|                 | Average number of hours on duty per day. | Wages per day. |
|-----------------|--|----------------|
| Conductors..... | } 16                                     | \$1 34         |
| Drivers.....    |  |                |
| Watchmen.....   |  |                |
| Roadmen.....    |  |                |
| Hostlers.....   |  |                |
|                 | 12                                       | 1 44           |
|                 | 10                                       | 1 25           |
|                 | 12                                       | 1 44           |

## Officers of the Company.

| Name.               | Title.                            | Official Address. |
|---------------------|-----------------------------------|-------------------|
| D. C. ROBINSON..... | President.....                    | Elmira, N. Y.     |
| G. M. ROBINSON..... | Secretary.....                    | Elmira, N. Y.     |
| C. H. BALDWIN.....  | Treasurer and Superintendent..... | Elmira, N. Y.     |

## Directors of the Company.

| Name.                | Residence.    |
|----------------------|---------------|
| D. C. ROBINSON.....  | Elmira, N. Y. |
| G. M. ROBINSON.....  | Elmira, N. Y. |
| GEORGE M. DIVEN..... | Elmira, N. Y. |
| JOHN M. DIVEN.....   | Elmira, N. Y. |
| EUGENE DIVEN.....    | Elmira, N. Y. |
| J. D. F. SLEE.....   | Elmira, N. Y. |



Title of company, Elmira and Horseheads Railway Company.  
 General offices at Elmira, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, second Tuesday in November.  
 For information as to this report, address C. H. Baldwin, Treasurer.

**FLUSHING AND COLLEGE POINT.**

(Date of charter, July 26, 1886.)

The Flushing and College Point Street Railroad Company was incorporated July 26, 1886, under chapter 282 of the Laws of 1884, passed May 6, 1884.  
 The road was completed on or about April 1, 1891, and was opened for traffic April 7, 1891.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....      | 6,000          | \$60,000         | .....                                |
| Issued for actual cash .....           | 422            | \$4,220          | \$4,220                              |
| Issued on account of construction..... | 5,000          | 50,000           | .....                                |
| Total now outstanding.....             | 5,422          | \$54,220         | \$4,220                              |

**FUNDED DEBT.**

| DESIGNATION OF LIEN. | When due.    | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|-----------|---------------|---------------------|--------------------------------------|
|                      |              | Rate.     | When payable. |                     |                                      |
| First mortgage.....  | Jan. 1, 1921 | P.C.<br>6 | Jan. & July   | \$44,500            | \$42,325                             |

**Cost of Road and Equipment.**

| ROAD.   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... |  | \$12,312 13                        |
| Electric appliances pertaining to road and superstructure .....   |  | 12,144 07                          |
| Right of way.....   |  | 1,079 52                           |
| Expense incurred owing to a change in the application of motor power..  |  | 1,617 31                           |
| Buildings and fixtures, exclusively used for electric purposes.....   |  | 22,967 53                          |
| Organization expenses, etc.....   |  | 888 50                             |
| Interest and discount charged to construction.....  |  | 6,130 20                           |
| Material built by contract.....   |  | 80,000 00                          |
| Total cost of road .....  |  | \$137,137 26                       |
| EQUIPMENT.  |  |                                    |
| Locomotives, other than motor cars.....   |  | \$2,700 00                         |
| Motor cars and fixtures.....  |  | 22,147 93                          |
| Total cost of equipment.....  |  | \$24,847 93                        |
| Grand total cost of road and equipment.....   |  | \$161,985 19                       |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Income Account from April 7, 1891, to June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                   | \$4,575 01 |
| Less operating expenses (excluding all taxes) .....   | 3,225 32   |
| Net earnings from operation .....                     | \$1,349 19 |
| <i>Deductions from income, as follows, viz.:</i>      |            |
| Interest on funded debt due and accrued .....         | \$108 45   |
| Interest on loans .....                               | 553 85     |
| Interest on mortgage .....                            | 19 01      |
|   | 681 31     |
| Surplus for the period April 7 to June 30, 1891 ..... | \$667 88   |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.   |            |
|---|------------|
| From passengers .....   | \$4,575 01 |
| OPERATING EXPENSES.   |            |
| Repairs of roadbed and track .....                                  | \$179 51   |
| Repairs of buildings and fixtures .....                             | 37 71      |
| Repairs and renewals of cars, motors and other vehicles .....       | 142 49     |
| Salaries of general officers and clerks .....                       | 158 34     |
| Wages of conductors and motor men .....                             | 1,612 71   |
| Wages of engineer, firemen and other employees at power-house ..... | 402 44     |
| Wages of watchmen, starters, switchmen, roadmen, etc .....          | 51 85      |
| Fuel, light and other supplies used at power-house .....            | 428 33     |
| Advertising, printing and office expenses .....                     | 166 63     |
| Insurance .....   | 45 79      |
| Total operating expenses .....                                      | \$3,225 32 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                       |              |
|---|--------------|
| Cost of road .....                            | \$137,137 26 |
| Cost of equipment .....                       | 24,847 00    |
| <i>Current assets as follows, viz.:</i>       |              |
| Cash on hand .....                            | 3,308 79     |
| Open accounts .....                           | 10,392 00    |
| Supplies on hand .....                        | 1,234 67     |
|   | \$176,511 65 |
| LIABILITIES.                                  |              |
| Capital stock .....                           | \$54,220 00  |
| Funded debt .....                             | 44,500 00    |
| <i>Current liabilities, as follows, viz.:</i> |              |
| *Interest on funded debt, accrued .....       | 108 45       |
| Open accounts .....                           | 21,690 32    |
| Loans payable .....                           | 54,000 00    |
| Mortgage on real estate .....                 | 1,625 00     |
| Profit and loss (surplus) .....               | 667 88       |
|   | \$176,511 65 |

## Characteristics of Road, Equipment, Etc.

|   |            |
|---|------------|
| <i>Length of railway owned by company, as follows:</i>                      | Miles.     |
| Single track, main line, from Flushing to College Point .....               | 3.79       |
| Sidings on main line .....  | .19        |
| Total length of all tracks and sidings owned .....                          | 3.98       |
| Weight of rail per yard .....   | 1          |
| Gauge of track .....  | 4 ft. 8: 1 |
| Open cars .....   | 4          |
| Number of motor cars .....  | 5          |
| Schedule time making trip one way .....                                     | 30         |
| Cars are run .....  | Every 15   |
| Rate of fare per passenger .....  | 5 c        |
| Number of passengers carried in cars April 7 to June 30 .....               | 9          |
| Average number of employees (including officials), April 7 to June 30 ..... | 9          |

\* Interest on \$30,000, first mortgage bonds waived by holders. Accrued interest on \$14,500 first mortgage bonds, from May 16 to July 1, 1891.

# FLUSHING AND COLLEGE POINT.

775

## Salaries, Wages, Etc., of Officers and Employees.

|                     | OFFICER. | Annual salary. |
|---------------------|----------|----------------|
| Superintendent..... |          | \$800 00       |

## OTHER EMPLOYEES.

|                               | Average number of hours on duty per day. | Wages. per day. |
|-------------------------------|--|-----------------|
| Conductors and motor men..... | 12                                       | \$1 75          |
| Roadmen .....                 | 10                                       | 1 50            |
| Engineers.....                | 10                                       | 2 63            |
| Firemen.....                  | 10                                       | 1 50            |

## Officers of the Company.

| Name.               | Title.              | Official Address.      |
|---------------------|---------------------|------------------------|
| JOSEPH DYKES.....   | President.....      | Flushing, L. I., N. Y. |
| DAVID MASTER.....   | Secretary.....      | Flushing, L. I., N. Y. |
| HENRY CLEMENT.....  | Treasurer.....      | Flushing, L. I., N. Y. |
| HUGH W. WILSON..... | Superintendent..... | Flushing, L. I., N. Y. |

## Directors of the Company.

| Name.                  | Residence.             |
|------------------------|------------------------|
| JOSEPH DYKES.....      | Flushing, L. I., N. Y. |
| E. PLATT STRATTON..... | College Point, N. Y.   |
| HENRY CLEMENT.....     | Flushing, L. I., N. Y. |
| DAVID MASTER.....      | Flushing, L. I., N. Y. |
| GEORGE POPPLE.....     | Flushing, L. I., N. Y. |
| JOHN HEPBURN.....      | Flushing, L. I., N. Y. |
| JOSEPH K. MURRAY.....  | Flushing, L. I., N. Y. |

Title of company, Flushing and College Point Street Railroad Company.

General offices at Flushing, L. I., N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, July 21.

For information as to this report, address Joseph Dykes, President.

## FORTY-SECOND STREET AND GRAND STREET FERRY

(New York city).

(Date of charter, February 16, 1863.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....       | 7,500          | \$750,000        | .....                                |
| Issued for actual cash .....            | 2,140          | \$214,000        | \$214,000                            |
| Issued on account of construction ..... | 5,340          | \$534,000        | .....                                |
| Total now outstanding.....              | 7,480          | \$748,000        | \$214,000                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | When due.   | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|---------------------------|-------------|-----------|---------------|---------------------|--------------------------------------|
|                           |             | Rate.     | When payable. |                     |                                      |
| First mortgage bonds..... | April, 1893 | p.c.<br>7 | April & Oct.  | \$236,000           | \$212,400                            |

## Cost of Road and Equipment.

| ROAD.                                       |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Roadbed, superstructure and rails.....      |  | \$686,944 05                       |
| Real estate.....                            |  | 63,830 05                          |
| Buildings and fixtures.....                 |  | 162,270 24                         |
| Total cost of road.....                     |  | \$913,045 35                       |
| EQUIPMENT.                                  |  |                                    |
| Horses and harness.....                     |  | \$50,350 00                        |
| Cars.....                                   |  | 52,500 00                          |
| Wagons, trucks, snow-plows, sleighs.....    |  | 4,415 00                           |
| Total cost of equipment.....                |  | \$107,265 00                       |
| Grand total cost of road and equipment..... |  | \$1,020,310 35                     |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation .....                    | \$446,066 32 |
| Less operating expenses (excluding all taxes).....     | 256,400 78   |
| Net earnings from operation .....                      | \$189,665 54 |
| <i>Income from other sources, as follows, viz.:</i>    |              |
| Track rent .....                                       | \$837 50     |
| Car panel rent .....                                   | 823 12       |
| Interest .....   | 843 85       |
| Miscellaneous .....                                    | 2,928 86     |
|  | 5,428 33     |
| Gross income from all sources.....                     | \$195,113 87 |
| <i>Deductions from income, as follows, viz.:</i>       |              |
| Taxes on property used in operation of road.....       | \$6,692 70   |
| Taxes on earnings and capital stock .....              | 25,763 78    |
| Taxes other than above.....                            | 1,252 35     |
| Interest on funded debt due and accrued.....           | 16,520 00    |
| Track rent .....                                       | 1,500 00     |
|  | 51,728 83    |
| Net income from all sources.....                       | \$143,385 05 |
| <i>Payments from net income, as follows, viz.:</i>     |              |
| Dividends declared, 16 per cent on capital stock ..... | 119,680 00   |
| Surplus for year ending June 30, 1891.....             | \$23,705 05  |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891..... | \$23,705 05 |
| Surplus up to June 30, 1890.....           | 37,501 39   |
| Total surplus June 30, 1891.....           | \$61,206 44 |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                                      |         |
|--|---------|
| From passengers.....                           | \$446,  |
| OPERATING EXPENSES.                            |         |
| Repairs of roadbed and track .....             | \$5,000 |
| Repairs of buildings and fixtures.....         | 1,600   |
| Repairs of cars and other vehicles.....        | 24,322  |
| Repairs of harness and stable equipment .....  | 1,45    |
| Horseshoeing.....                              | 4,67    |
| Renewals of horses and mules.....              | 20,29   |
| Provender (including expense of grinding)..... | 4,00    |

# Forty-second Street and Grand Street Ferry.

777

|   |                     |
|---|---------------------|
| Salaries of general officers and clerks, etc.....                   | \$18,415 03         |
| Wages of conductors, drivers on horse cars, etc.....                | 33,732 93           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 26,109 23           |
| Light and fuel.....   | 1,254 12            |
| Water tax.....  | 285 10              |
| Legal expenses.....   | 5,460 36            |
| Advertising, printing, office expenses and detective work.....      | 6,002 34            |
| Insurance.....  | 200 41              |
| Removal of snow and ice.....  | 2,989 05            |
| <b>Total operating expenses .....</b>                               | <b>\$296,400 78</b> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |                       |
|--|-----------------------|
| Cost of road.....                        | \$913,045 55          |
| Cost of equipment.....                   | 107,265 00            |
| Other permanent investments.....         | 2,500 00              |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand.....                        | \$87,687 17           |
| Supplies on hand.....                    | 3,000 00              |
|  | <b>90,687 17</b>      |
|  | <b>\$1,113,497 72</b> |

### LIABILITIES.

|   |                       |
|---|-----------------------|
| Capital stock.....                            | \$748,000 00          |
| Funded debt.....                              | 236,000 00            |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | \$4,130 00            |
| Bills payable, including track tax.....       | 60,361 28             |
| Supplies.....                                 | 3,800 00              |
|   | <b>68,291 28</b>      |
| Profit and loss (surplus) .....               | <b>61,205 44</b>      |
|   | <b>\$1,113,497 72</b> |

## Characteristics of Road, Equipment, Etc.

|  |               |
|--|---------------|
| <i>Length of railway owned by company, as follows:</i>                                     | <b>Miles.</b> |
| Single track, main line, from Forty-second street, North river, to Grand street ferry..... | 5.125         |
| Second track on main line.....   | 5.125         |
| <b>Total length of all tracks and sidings owned.....</b>                                   | <b>10.250</b> |

|   |                              |
|---|------------------------------|
| Weight of rail per yard.....  | 60 to 64 lbs.                |
| Gauge of track.....   | 4 ft. 8 in.                  |
| Number of box cars.....   | 55                           |
| Open cars.....  | 25                           |
| Horses and mules.....   | 495                          |
| Cars are run.....   | Every 3½ minutes during day. |
| Rate of fare per passenger.....                                     | 5 cents.                     |
| Number of passengers carried in cars during year.....               | 8,921,726                    |
| Average number of employees (including officials), during year..... | 250                          |

## Salaries, Wages, Etc., of Officers and Employees.

### OFFICERS AND CLERKS.

### Annual salary.

|                                  |             |
|----------------------------------|-------------|
| General officers and clerks..... | \$18,415 03 |
|----------------------------------|-------------|

### OTHER EMPLOYEES.

|                | Average number of hours on duty per day. | Wages per day. |
|----------------|--|----------------|
| ductors .....  | 10                                       | \$3 00         |
| ers.....       | 12                                       | 2 50           |
| ters.....      |  |                |
| chmen.....     | 10                                       | 1 75           |
| chmen.....     |  |                |
| dmen.....      |  |                |
| sters.....     |  |                |
| cleaners ..... |  |                |

## ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 26       | 1       | 27     |

## Officers of the Company.

| Name.                   | Title.          | Official Address. |
|-------------------------|-----------------|-------------------|
| JOHN M. CALHOUN .....   | President ..... | New York city.    |
| CHARLES P. EMMONS ..... | Secretary ..... | New York city.    |
| R. J. JACOBS .....      | Treasurer ..... | New York city.    |

## Directors of the Company.

| Name.                   | Residence.         |
|-------------------------|--------------------|
| OTIS W. RANDALL .....   | New York city.     |
| GEO. GREEN .....        | New York city.     |
| GEO. G. MITCHELL .....  | Jersey City, N. J. |
| CHAS. B. HOGG .....     | New York city.     |
| HENRY A. HUELBUT .....  | New York city.     |
| F. F. LASALA .....      | Danbury, Ct.       |
| FREELING H. SMITH ..... | New York city.     |
| M. FEUCHTWANGER .....   | New York city.     |
| J. G. JOHNSON .....     | Brooklyn, N. Y.    |
| JOHN CALHOUN .....      | New York city.     |
| R. J. JACOBS .....      | New York city.     |
| CHAS. P. EMMONS .....   | New York city.     |

Title of Company, The Forty-second Street and Grand Street Ferry Railroad Company.  
General offices at 653 West Forty-second street, New York city.

Date of close of fiscal year, Monday next before second Tuesday in March.

Date of stockholders' annual meeting, second Tuesday in March.

For information as to this report, address Chas. P. Emmons, Secretary.

# FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE (New York city).

(Date of charter, August 29, 1878.)

For history of organization, see Reports of 1885 and 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| Authorized by law or charter, issued on account of construction and right of way and now outstanding ..... | 25,000         | \$2,500,000         |

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Con-<br>dition<br>of out-<br>standing. |
|-----------------------------|--------------|-----------|------------------|-----------------------------|--|
|                             |              | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds .....  | Mar. 1, 1910 | 6 p.c.    | Mar. 1, Sept. 1  | \$1,200,000                 | ...                                    |
| Second mortgage bonds ..... | Jan. 1, 1915 | 6 p.c.    | As earned.       | 1,525,000                   | \$15                                   |

# FORTY-SECOND ST., MANHATTANVILLE AND ST. NICHOLAS AVE. 779

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....                     | \$8,378 23   | \$2,706,910 63  |
| Right of way .....   |  | 2,202,200 00  |
| Real estate.....   |  | 103,000 00  |
| Buildings and fixtures.....                                |  | 39,152 49   |
| Total cost of road .....                                   | \$8,378 72   | \$5,061,263 11  |
| <b>EQUIPMENT.</b>  |  |   |
| Horses .....   | \$5,125 00   | \$117,320 00  |
| Harness, stable equipment, car shop, blacksmith shop, etc. | 1,386 12   | 12,606 68   |
| Cars .....   | 2,325 00   | 81,965 00   |
| Wagons, trucks, snow-plows, sleighs.....                   | 75 84  | 4,619 93  |
| Total cost of equipment .....                              | \$8,911 96   | \$216,511 61  |
| Grand total cost of road and equipment.....                | \$17,290 18  | \$5,267,774 72  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                                 |            |
|---------------------------------|------------|
| Extensions on Tenth avenue..... | \$8,378 22 |
|---------------------------------|------------|

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$549,772 25 |
| Less operating expenses (excluding all taxes) ..... | 406,544 10   |
| Net earnings from operation .....                   | \$143,228 15 |
| <i>Income from other sources as follows, viz.:</i>  |              |
| Rent .....  | 655 00       |
| Miscellaneous .....                                 | 1,684 05     |
| Gross income from all sources.....                  | \$145,567 80 |

## Deductions from income, as follows, viz. :

|   |             |
|---|-------------|
| Taxes on property used in operation of road ..... | \$5,195 69  |
| Taxes on earnings and capital stock .....         | 30,635 87   |
| Interest on funded debt due and accrued.....      | 72,000 00   |
| Interest on real estate mortgage .....            | 5,087 23    |
| Use of other roads .....                          | 8,000 00    |
|   | 120,918 29  |
| Surplus for year ending June 30, 1891.....        | \$24,649 51 |

## General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891 ..... | \$24,649 51  |
| Deficit up to June 30, 1890 .....           | 125,661 89   |
| Total deficit June 30, 1891 .....           | \$101,012 38 |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                    |              |
|--------------------|--------------|
| on passengers..... | \$549,772 25 |
|--------------------|--------------|

### OPERATING EXPENSES.

|   |             |
|---|-------------|
| pairs of roadbed and track.....             | \$17,894 17 |
| pairs of cars and other vehicles.....       | 1,589 91    |
| pairs of motor cars and fixtures .....      | 16,064 72   |
| pairs of harness and stable equipment ..... | 8,473 66    |
| reshoeing.....                              | 12,332 98   |
| rewards of horses and mules .....           | 18,075 50   |
| render (including expense of grinding)..... | 90,639 96   |
| aries of general officers and clerks.....   | 16,522 85   |

|   |                     |
|---|---------------------|
| Wages of conductors and drivers on horse cars.....                  | \$127,226 08        |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 65,449 00           |
| Light and fuel.....   | 2,590 88            |
| Water tax.....  | 865 12              |
| Damages to persons and property.....                                | 11,041 60           |
| Legal expenses.....   | 4,358 06            |
| Advertising, printing and office expenses.....                      | 727 54              |
| Insurance.....  | 4,591 84            |
| Rents, real estate.....   | 5,786 67            |
| Contingencies.....  | 2,576 15            |
| Interest.....   | 106 68              |
| <b>Total operating expenses.....</b>                                | <b>\$406,844 10</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                       |
|---|-----------------------|
| Cost of road.....                                     | \$5,051,263 11        |
| Cost of equipment.....                                | 216,511 61            |
| <i>Other permanent investments, as follows, viz.:</i> |                       |
| Stock of Long Island Land Fertilizing Company.....    | 1,500 00              |
| <i>Current assets, as follows, viz.:</i>              |                       |
| Cash on hand.....                                     | 4,730 86              |
| Open accounts.....                                    | 7,023 13              |
| Supplies on hand.....                                 | 11,852 00             |
| Profit and loss (deficiency).....                     | 101,012 28            |
|   | <b>\$5,393,883 07</b> |

## LIABILITIES.

|   |                       |
|---|-----------------------|
| Capital stock.....                            | \$2,500,000 00        |
| Funded debt.....                              | 2,725,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | 24,000 00             |
| Open accounts.....                            | 32,535 84             |
| Real estate mortgage.....                     | 102,000 00            |
| Wages and supplies.....                       | 10,347 23             |
|   | <b>\$5,593,883 07</b> |

## Characteristics of Road, Equipment, Etc.

|   |               |              |
|---|---------------|--------------|
| <i>Length of railway owned by company, as follows:</i>  |               | Miles.       |
| Single track, main line, from Forty-second street, North river, to Forty-second street, East river.....                                 |               | 1.97         |
| Single track, branch, from Forty-second street up Seventh avenue, Broadway and Broad street to Manhattan street.....                    |               | 4.03         |
| Single track, branch, from North river through Manhattan street, St. Nicholas avenue, One Hundred and Tenth street to First avenue..... |               | 2.41         |
| Single track, branch, from Tenth avenue through Eighty-sixth street to Riverside drive.....   |               | .33          |
| Single track, branch, from Fifty-ninth street through Tenth avenue to Eighty-first street.....  |               | 1.16         |
| Single track, branch, from Thirty-fourth street through Twelfth avenue to Thirty-sixth street.....                                      |               | .09          |
| Total length of single track on main line and branches.....   |               | 9.91         |
| Second track on main line and branches.....   |               | 9.91         |
| Total length of all tracks and sidings owned.....   |               | <b>19.82</b> |
| Weight of rail per yard.....  | 47 to 60 lbs. |              |
| Gauge of track.....   | 4 ft. 8½ in.  |              |
| Number of box cars.....   |               |              |
| Open cars.....  |               |              |
| Horses.....   |               |              |
| Schedule time making trip one way.....  | 23 to 89      |              |
| Cars are run.....   | 1½ to 8       |              |
| Rate of fare per passenger.....   | 5 c           |              |
| Number of passengers carried in cars during year.....   | 10,994        |              |
| Average number of employees (including officials), during year.....   | Abor          |              |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.             |  | Annual \$ |
|----------------------------------|--|-----------|
| General officers and clerks..... |  | \$17      |



# Forty-second St., Manhattanville and St. Nicholas Ave. 781

## OTHER EMPLOYEES.

|                  | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|------------------|---|-------------------|
| Conductors ..... | 11  | \$2 00            |
| Drivers .....    | 11  | 2 00              |
| Starters .....   | 10  | 2 00              |
| Watchmen .....   | 11  | 1 75              |
| Switchmen .....  | 11  | 1 75              |
| Roadmen .....    | 10  | 1 75              |
| Hostlers .....   | 10  | 1 75              |

## ACCIDENTS.

|                  | Injured. |
|------------------|----------|
| Passengers ..... | 2        |
| Employees .....  | 4        |
| Others .....     | 4        |
| Total .....      | 10       |

## Officers of the Company.

| Name.                    | Title.          | Official Address. |
|--------------------------|-----------------|-------------------|
| JOHN S. FOSTER .....     | President.      | New York city.    |
| O. F. NAETHING .....     | Secretary.      | New York city.    |
| JACOB FLEISCHHAUER ..... | Treasurer.      | New York city.    |
| S. M. Sisson .....       | Superintendent. | New York city.    |

## Directors of the Company.

| Name.                    | Residence.              |
|--------------------------|-------------------------|
| JOHN S. FOSTER .....     | New York city.          |
| O. F. NAETHING .....     | New York city.          |
| JACOB FLEISCHHAUER ..... | New York city.          |
| D. D. CONOVER .....      | Bay Shore, L. I., N. Y. |
| JAMES MATTHEWS .....     | New York city.          |
| RICHARD V. HARNETT ..... | New York city.          |
| ALFRED WAGSTAFF .....    | New York city.          |
| JOSEPH HAIGHT .....      | New York city.          |
| D. D. WYLIE .....        | New York city.          |
| WM. H. NAETHING .....    | New York city.          |
| F. W. DAY .....          | Brooklyn, N. Y.         |
| C. H. WILCOX .....       | New York city.          |
| E. H. DODD .....         | Brooklyn, N. Y.         |

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Avenue  
 Railway Company.  
 General offices at 118 and 120 East Forty-second street, New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, third Thursday in January.  
 For information as to this report, address John S. Foster, President.

## FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

## Capital Stock.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter .....          | 800            | \$20,000            | .....                                      |
| Issued for actual cash and now outstanding. | 571            | 14,275              | \$14,275                                   |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

|  | ROAD. | Total cost up to<br>June 30, 1891. |
|--|-------|------------------------------------|
| Roadbed, superstructure and rails..... |       | \$16,743 00                        |
| Real estate.....                       |       | 1,613 44                           |
| Total cost of road.....                |       | \$18,357 04                        |

## EQUIPMENT.

|  |             |
|--|-------------|
| Horses, harness, cars, wagons, trucks, snow-plows and sleighs..... | 2,408 19    |
| Grand total cost of road and equipment.....                        | \$20,765 14 |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                       |         |
|-----------------------|---------|
| One horse bought..... | \$65 00 |
|-----------------------|---------|

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation.....                 | \$4,086 25 |
| Less operating expenses (excluding all taxes)..... | 2,962 30   |

|                                  |            |
|----------------------------------|------------|
| Net earnings from operation..... | \$1,112 95 |
|----------------------------------|------------|

## Income from all other sources, as follows, viz.:

|                     |          |
|---------------------|----------|
| Rent.....           | \$102 00 |
| Fertilizer.....     | 10 00    |
| Horse sold.....     | 70 00    |
| Old iron.....       | 46 85    |
| Old house sold..... | 5 00     |
|                     | 233 85   |

|                                    |            |
|------------------------------------|------------|
| Gross income from all sources..... | \$1,346 80 |
|------------------------------------|------------|

## Deduction from income, as follows, viz.:

|  |        |
|--|--------|
| Taxes on earnings and capital stock..... | 210 24 |
|--|--------|

|                                  |            |
|----------------------------------|------------|
| Net income from all sources..... | \$1,136 56 |
|----------------------------------|------------|

## Payments from net income, as follows, viz.:

|   |          |
|---|----------|
| Dividends declared, 10 per cent on capital stock..... | 1,427 89 |
|---|----------|

|  |          |
|--|----------|
| Deficit for year ending June 30, 1891..... | \$290 84 |
|--|----------|

## General Income Account.

|  |          |
|--|----------|
| Deficit for year ending June 30, 1891..... | \$290 84 |
| Surplus up to June 30, 1890.....           | 7,072 39 |

|                                  |            |
|----------------------------------|------------|
| Total surplus June 30, 1891..... | \$6,781 45 |
|----------------------------------|------------|

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$4,086 25 |
|----------------------|------------|

## OPERATING EXPENSES.

|  |            |
|--|------------|
| Repairs of roadbed and track.....                  | \$842 77   |
| Repairs of buildings and fixtures.....             | 101 36     |
| Repairs of cars and other vehicles.....            | 167 26     |
| Repairs of harness and stable equipment.....       | 8 30       |
| Horseshoeing.....                                  | 110 37     |
| Renewals of horses and mules.....                  | 65 00      |
| Provender (including expense of grinding).....     | 799 37     |
| Wages of conductors and drivers on horse cars..... | 706 54     |
| Light and fuel.....                                | 90 00      |
| Water tax.....                                     | 3 00       |
| Legal expenses.....                                | 53 25      |
| Advertising, printing and office expenses.....     | 3 75       |
| Insurance.....                                     | 11 12      |
| Total operating expenses.....                      | \$2,511 89 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                   |             |
|-----------------------------------|-------------|
| Cost of road.....                 | \$18,357 04 |
| Cost of equipment.....            | 2,408 19    |
| Current assets, as follows, viz.: |             |
| Cash on hand.....                 | \$21.00     |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$14,275 00        |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Profit and loss (surplus).....                | 6,781 46           |
|   | <u>\$21,056 46</u> |

## Characteristics of Road, Equipment, Etc.

|  |                  |              |
|--|------------------|--------------|
| <i>Length of railway owned by company, as follows:</i>             |                  | Miles.       |
| Single track, main line, from Frankfort to Ilion .....             |                  | 2.50         |
| Sidings on main line.....  |                  | .125         |
| Total length of all tracks and sidings owned.....                  |                  | <u>2.625</u> |
| Weight of rail per yard .....                                      | 25 lbs.          |              |
| Gauge of track.....  | 5 feet.          |              |
| Number of box cars.....  | 4                |              |
| Open car.....  | 1                |              |
| Horses and mules.....  | 6                |              |
| Schedule time making trip one way.....                             | 25 minutes.      |              |
| Cars are run.....  | 11 trips daily.  |              |
| Rate of fare per passenger.....                                    | 5, 7 and 10 cts. |              |
| Number of passengers carried in cars during year.....              | 56,860           |              |
| Average number of employees (including officials) during year..... | 5                |              |

## Wages, Etc., of Employees.

|                  | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|------------------|---|-------------------|
| Conductors ..... | 12  | \$1 40            |
| Drivers.....     | 12  | 1 20              |

## Officers of the Company.

| Name.               | Title.              | Official Address. |
|---------------------|---------------------|-------------------|
| A. C. MCGOWAN ..... | President.....      | Frankfort, N. Y.  |
| W. I. PIPER.....    | Secretary.....      | Frankfort, N. Y.  |
| W. W. OROSBY.....   | Treasurer.....      | Frankfort, N. Y.  |
| JEREMIAH MYERS..... | Superintendent..... | Frankfort, N. Y.  |

## Directors of the Company.

| Name.                       | Residence.       |
|-----------------------------|------------------|
| A. C. MCGOWAN .....         | Frankfort, N. Y. |
| P. A. SKIFF .....           | Frankfort, N. Y. |
| W. W. OROSBY.....           | Frankfort, N. Y. |
| JAS. H. HOARD .....         | Frankfort, N. Y. |
| JOHN LOFTIS .....           | Frankfort, N. Y. |
| M. F. FARRELL.....          | Frankfort, N. Y. |
| W. I. PIPER .....           | Frankfort, N. Y. |
| WHITNEY GRAVES .....        | Frankfort, N. Y. |
| L. H. GRAVES .....          | Frankfort, N. Y. |
| JEREMIAH MYERS.....         | Frankfort, N. Y. |
| JAMES J. DUDLESTON, Jr..... | Frankfort, N. Y. |
| A. W. MCGOWAN .....         | Frankfort, N. Y. |
| S. T. RUSSELL.....          | Ilion, N. Y.     |

itle of company, Frankfort and Ilion Street Railway Company.  
 eneral officers at Frankfort, N. Y.  
 ate of close of fiscal year June 30th.  
 ate of stockholders' annual meeting, first Tuesday in October.  
 or information as to this report, address W. I. Piper, Secretary.

## FULTON AND OSWEGO FALLS.

(Date of charter, September 21, 1885.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter and now outstanding ..... | 150            | \$15,000         | \$15,000                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.    | INTEREST. |                | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|--------------|-----------|----------------|---------------------|--------------------------------------|
|                      |              | Rate.     | When payable.  |                     |                                      |
| First mortgage ..... | Jan. 1, 1897 | P.C.<br>6 | Jan. 1, July 1 | \$15,000            | \$15,000                             |

## Cost of Road and Equipment.

| ROAD.   | Total cost up to June 30, 1891. |
|---|---------------------------------|
| Roadbed, superstructure and rails .....             | \$1,334 00                      |
| Interest and discount charged to construction ..... | 37 98                           |
| Road built by contract .....                        | 30,000 00                       |
| Total cost of road .....                            | \$31,372 98                     |

## EQUIPMENT.

|  |             |
|--|-------------|
| Cars .....                                   | \$779 00    |
| Wagons, trucks, snow-plows and sleighs ..... | 1,330 00    |
| Total cost of equipment .....                | \$2,109 00  |
| Grand total cost of road and equipment ..... | \$33,481 98 |

## Income Account for Year Ending June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$3,449 50 |
| Less operating expenses (excluding all taxes) ..... | 4,316 38   |
| Net loss from operation .....                       | \$866 88   |
| <i>Deductions from income, as follows, viz.:</i>    |            |
| Taxes on earnings and capital stock .....           | \$100 56   |
| Interest on funded debt due and accrued .....       | 900 00     |
| Deficit for year ending June 30, 1891 .....         | \$1,001 44 |

## General Income Account.

|   |            |
|---|------------|
| Deficit for year ending June 30, 1891 ..... | 47         |
| Deficit up to June 30, 1890 .....           | 6,104 94   |
| Total deficit June 30, 1891 .....           | \$6,151 94 |

Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.  |            |
|--|------------|
| From passengers.....                               | \$2,611 07 |
| From mails.....                                    | 450 00     |
| Transportation of baggage.....                     | 327 60     |
| Miscellaneous.....                                 | 61 00      |
| Total gross earnings.....                          | \$3,449 67 |
| OPERATING EXPENSES.                                |            |
| Repairs of roadbed and track.....                  | \$635 55   |
| Repairs of harness and stable equipment.....       | 111 85     |
| Horseshoeing.....                                  | 87 71      |
| Renewals of horses and mules.....                  | 110 00     |
| Provender (including expense of grinding).....     | 822 48     |
| Salary of superintendent.....                      | 466 62     |
| Wages of conductors and drivers on horse cars..... | 1,565 00   |
| Light and fuel.....                                | 44 87      |
| Water tax.....                                     | 11 25      |
| Legal expenses.....                                | 250 00     |
| Advertising, printing and office expenses.....     | 16 39      |
| Insurance.....                                     | 93 75      |
| Contingencies.....                                 | 101 11     |
| Total operating expenses.....                      | \$4,316 58 |

General Balance Sheet June 30, 1891.

| ASSETS.                                       |             |
|---|-------------|
| Cost of road and equipment.....               | \$33,481 46 |
| Profit and loss (deficiency).....             | 8,653 41    |
|   | \$42,134 89 |
| LIABILITIES.                                  |             |
| Capital stock.....                            | \$15,000 00 |
| Funded debt.....                              | 15,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |             |
| Interest on funded debt.....                  | 450 00      |
| Bills payable.....                            | 10,723 62   |
| Open accounts.....                            | 522 27      |
| Sundries.....                                 | 470 00      |
|   | \$42,134 89 |

Characteristics of Road, Equipment, Etc.

|  |               |
|--|---------------|
| Single track, main line, from Fulton to Oswego Falls, miles.....   | 1.14          |
| Weight of rail per yard.....                                       | 42½ lbs.      |
| Gauge of track.....  | 4 ft. 8½ lbs. |
| Number of box cars.....  | 3             |
| Open cars.....   | 1             |
| Horses and mules.....  | 9             |
| Schedule time making trip one way.....                             | 7 to 8 min.   |
| Cars are run.....  | Every 20 min. |
| Rate of fare per passenger.....                                    | 5 cents       |
| Number of passengers carried in cars during year.....              | 52,221        |
| Average number of employees (including officials) during year..... | 8             |

Officers of the Company.

| Name.                  | Title.                       | Official Address. |
|------------------------|------------------------------|-------------------|
| JOSEPH WALKER, Jr..... | President.....               | New York city.    |
| CHARLES LYMAN.....     | Secretary and Treasurer..... | New York city.    |

Directors of the Company.

| Name.                     | Residence.     |
|---------------------------|----------------|
| JOSEPH WALKER.....        | New York city. |
| JOSEPH WALKER, Jr.....    | New York city. |
| J. S. SLOAN.....          | New York city. |
| CHARLES LYMAN.....        | New York city. |
| CHARLES T. O. DEXTER..... | Fulton, N. Y.  |
| N. STRANAHAN.....         | Fulton, N. Y.  |
| BRADSHAW.....             | Fulton, N. Y.  |

le of company, Fulton and Oswego Falls Street Railway Company.  
 neral offices at 15 Broad street, New York city.  
 te of close of fiscal year, June 30.  
 te of stockholders' annual meeting, third Tuesday in September.  
 : information as to this report, address J. Walker, Jr., President.

## GLENS FALLS, SANDY HILL AND FORT EDWARD.

(Date of charter, September 28, 1885.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. |
|---|----------------|---------------------|
| Authorized by law or charter, issued for cash, on account<br>of construction and now outstanding..... | 700            | \$70,000            |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.      | INTEREST.  |               | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|----------------------|----------------|------------|---------------|-----------------------------|--|
|                      |                | Rate.      | When payable. |                             |  |
| Mortgage .....       | August 1, 1905 | p. c.<br>6 | Semi-annually | \$24,000                    | \$24,000   |

## Cost of Road and Equipment.

|   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails ..... | .....  | \$77,187 14   |
| Real estate .....                       | .....  | 539 21  |
| Buildings and fixtures .....            | .....  | 1,915 16  |
| Total cost of road .....                | .....  | \$79,631 51   |

## EQUIPMENT.

|  |          |             |
|--|----------|-------------|
| Horses .....                                 | .....    | \$7,254 73  |
| Harners .....                                | .....    | 422 34      |
| Cars, other than motor cars .....            | .....    | 6,408 41    |
| Wagons, trucks, snow-plows, sleighs .....    | .....    | 1,597 14    |
| Total cost of equipment .....                | \$187 00 | \$15,682 73 |
| Grand total cost of road and equipment ..... | \$187 00 | \$95,314 24 |

## Income Account for Year Ending June 30, 1891.

|   |       |         |
|---|-------|---------|
| Gross earnings from operation .....                 | ..... | \$9 73  |
| Less operating expenses (excluding all taxes) ..... | ..... | 15 91 6 |
| Net earnings from operation .....                   | ..... | 63 2    |
| <i>Income from other sources, as follows, viz.:</i> |       |         |
| Advertising .....                                   | ..... | 57 19   |
| Gross income from all sources .....                 | ..... | 30 77   |

*Deductions from income as follows, viz.:*

|  |          |                   |
|--|----------|-------------------|
| Taxes on earnings and capital stock .....      | \$646 58 |                   |
| Interest on funded debt, due and accrued ..... | 1,440 00 |                   |
|  |          | <u>\$2,086 58</u> |
| Surplus for year ending June 30, 1891 .....    |          | <u>\$449 19</u>   |

**General Income Account.**

|   |                 |
|---|-----------------|
| Surplus for year ending June 30, 1891 ..... | \$449 19        |
| Deficit up to June 30, 1890 .....           | 158 78          |
| Total surplus June 30, 1891 .....           | <u>\$290 41</u> |

**Analysis of Gross Earnings and Operating Expenses.**

**EARNINGS.**

|                            |                    |
|----------------------------|--------------------|
| From passengers .....      | \$16,764 48        |
| From tickets .....         | 680 29             |
| From coupon tickets .....  | 148 00             |
| Total gross earnings ..... | <u>\$17,592 77</u> |

**OPERATING EXPENSES.**

|  |                    |
|--|--------------------|
| Repairs of roadbed and track, buildings, fixtures, cars and other vehicles .....   | \$976 91           |
| Repairs of harness and stable equipment .....  | 125 87             |
| Horseshoeing .....   | 635 58             |
| Renewals of horses and mules .....   | 412 50             |
| Provender (including expense of grinding) .....  | 3,947 09           |
| Salaries of general officers and clerks, wages of conductors, drivers on horse cars, watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 7,598 09           |
| Light and fuel .....   | 208 46             |
| Printing .....   | 104 62             |
| Insurance .....  | 482 38             |
| Contingencies .....  | 800 00             |
| Total operating expenses .....   | <u>\$15,291 46</u> |

**General Balance Sheet June 30, 1891.**

**ASSETS.**

|                         |             |
|-------------------------|-------------|
| Cost of road .....      | \$79,681 26 |
| Cost of equipment ..... | 15,995 75   |

*Current assets, as follows, viz.:*

|                        |            |                    |
|------------------------|------------|--------------------|
| Cash on hand .....     | \$1,408 02 |                    |
| Bills receivable ..... | 60 00      |                    |
| Open accounts .....    | 325 00     |                    |
|                        |            | <u>1,793 02</u>    |
|                        |            | <u>\$97,420 02</u> |

**LIABILITIES**

|                     |             |
|---------------------|-------------|
| Capital stock ..... | \$70,000 00 |
| Funded debt .....   | 24,000 00   |

*Current liabilities, as follows, viz.:*

|   |          |                    |
|---|----------|--------------------|
| Interest on funded debt due and accrued ..... | \$800 00 |                    |
| Bills payable .....                           | 1,950 32 |                    |
| Open accounts .....                           | 579 29   |                    |
|   |          | <u>3,129 61</u>    |
| Profit and loss (surplus) .....               |          | <u>290 41</u>      |
|   |          | <u>\$97,420 02</u> |

**Characteristics of Road, Equipment, Etc.**

|   |              |
|---|--------------|
| Single track, main line, from Glens Falls to Fort Edward, miles ..... | 7.16         |
| Weight of rail per yard .....   | 40 lbs.      |
| Gauge of track .....  | 4 ft. 8½ in. |
| Number of box cars, not motors .....                                  | 8            |
| Horses and mules .....  | 25           |
| Schedule time making trip one way .....                               | 40 minutes.  |
| Days are run .....  | half-hourly. |
| Rate of fare per passenger .....                                      | 6 cents.     |
| Number of passengers carried in cars during year .....                | 279,407      |
| Average number of employees (including officials) during year .....   | 15           |

\* Data given for road under construction for electric-motor power.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Wages, Etc., of Employees.

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Conductors ..... | 12                                       | \$1 3/4        |
| Roadmen .....    |  | 1 1/2          |

## Officers of the Company.

| Name.                 | Title.                       | Official Address.  |
|-----------------------|------------------------------|--------------------|
| J. M. COOLRIDGE ..... | President .....              | Glens Falls, N. Y. |
| B. B. FOWLER .....    | Secretary and Treasurer .... | Glens Falls, N. Y. |
| J. MAHONEY .....      | Acting Superintendent .....  | Glens Falls, N. Y. |

## Directors of the Company.

| Name.                   | Residence.          |
|-------------------------|---------------------|
| J. M. COOLRIDGE .....   | Glens Falls, N.Y.   |
| B. B. FOWLER .....      | Glens Falls, N.Y.   |
| H. R. LEAVENS .....     | Glens Falls, N.Y.   |
| J. A. POWERS .....      | Lansingburgh, N. Y. |
| SAMUEL BOLTON, Jr. .... | Lansingburgh, N. Y. |
| WILLIAM H. ROWE .....   | Troy, N. Y.         |
| G. M. INGALSEE .....    | Sandy Hill, N. Y.   |

Title of company, Glens Falls, Sandy Hill and Fort Edward Street Railroad Company.  
 General offices at Glens Falls, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, second Wednesday of June.  
 For information as to this report, address B. B. Fowler, Secretary and Treasurer.

## HARLEM BRIDGE, MORRISANIA AND FORDHAM (New York city).

(Date of charter, May 2, 1863.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 7,000          | \$350,000        | \$350,000                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.    | INTEREST. |               | Amount outstanding. | rt. ons or |
|----------------------|--------------|-----------|---------------|---------------------|------------|
|                      |              | Rate.     | When payable. |                     |            |
| Mortgage bonds ..... | Nov. 1, 1918 | 5         | May & Nov.    | \$76,000            |            |



## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....                         |  | \$317,077 05  |
| Electric appliances pertaining to road and superstructure..... | \$3,350 78   | 3,350 78  |
| Real estate, buildings and fixtures.....                       |  | 77,096 90   |
| Total cost of road .....                                       | \$3,350 78   | \$397,464 73  |
| <b>EQUIPMENT.</b>  |  |   |
| Horses and harness.....  | *\$18,160 00   | \$28,190 00   |
| Cars .....   | *37,412 55   | 15,400 00   |
| Wagons, trucks, snow-plows, sleighs .....                      | *730 00  | 2,275 00  |
| Total cost of equipment.....                                   | *\$56,302 55   | \$45,865 00   |
| Grand total cost of road and equipment.....                    | *\$52,951 77   | \$443,329 73  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |
|---|------------|
| Sundry disbursements incidental to change of motive power to electricity..... | \$3,850 78 |
| Twenty-five horses.....   | 2,657 00   |
| Four open cars .....  | 664 00     |
|   | \$6,671 78 |

## Less:

|  |             |
|--|-------------|
| Depreciations in wagons, trucks, snow-plows, tools, furniture, etc., during year, charged to expenses..... | \$730 00    |
| Depreciations in horses and cars, covering a series of years, charged to general profit and loss:          |             |
| Horses .....   | 20,817 00   |
| Cars .....   | 38,076 55   |
|  | 58,623 55   |
| Decrease in cost of road and equipment.....  | \$52,951 77 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                 | \$182,781 91 |
| Less operating expenses (excluding all taxes)..... | 180,964 57   |
| Net earnings from operation.....                   | \$1,817 34   |

## Income from other sources, as follows, viz.:

|                                    |            |
|------------------------------------|------------|
| Rents .....                        | \$400 00   |
| Advertising .....                  | 375 00     |
|                                    | 775 00     |
| Gross income from all sources..... | \$2,592 34 |

## Deductions from income, as follows, viz.:

|  |            |
|--|------------|
| Taxes on property used in operation of road..... | \$6,319 67 |
| Taxes on earnings and capital stock.....         | 1,209 02   |
| Interest on funded debt due and accrued.....     | 3,850 00   |
| Interest on loans.....                           | 446 00     |
|  | 11,824 69  |
| Deficit for year ending June 30, 1891.....       | \$9,232 35 |

## General Income Account.

|  |             |
|--|-------------|
| Deficit for year ending June 30, 1891..... | \$9,232 35  |
| plus up to June 30, 1890.....              | \$76,022 02 |
| less depreciation in horses and cars.....  | 58,893 55   |
|  | 17,128 47   |
| Total surplus June 30, 1891.....           | \$7,896 12  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                 |                     |
|---------------------------|---------------------|
| From passengers.....      | \$162,331 91        |
| Mail earnings.....        | 456 00              |
| Total gross earnings..... | <u>\$162,787 91</u> |

| OPERATING EXPENSES.   |                     |
|---|---------------------|
| Repairs of roadbed and track.....                                   | \$9,896 32          |
| Repairs of buildings and fixtures.....                              | 422 94              |
| Repairs of cars and other vehicles.....                             | 6,416 12            |
| Repairs of harness and stable equipment.....                        | 2,041 44            |
| Horseshoeing.....   | 8,537 12            |
| Renewals of horses.....   | 8,508 00            |
| Provender (including expense of grinding).....                      | 35,022 20           |
| Salaries of general officers, clerks and office expenses.....       | 12,635 23           |
| Wages of conductors and drivers on horse cars.....                  | 55,136 61           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 29,639 25           |
| Light and fuel.....   | 1,671 82            |
| Damages to persons and property.....                                | 2,372 27            |
| Legal expenses.....   | 6,262 11            |
| Advertising, printing and stationery.....                           | 326 90              |
| Insurance.....  | 2,400 00            |
| Removal of snow and ice.....  | 1,164 48            |
| Contingencies, viz.:  |                     |
| Oil and waste.....  | \$152 78            |
| Rent of office and waiting-room.....                                | 1,639 96            |
| Sprinkling track.....   | 60 00               |
| Detectives.....   | 201 39              |
| Incidentals.....  | *4 40               |
| Total operating expenses.....                                       | <u>2,049 73</u>     |
| Total operating expenses.....                                       | <u>\$180,964 67</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.  |                     |
|--|---------------------|
| Cost of road.....                              | \$397,464 73        |
| Cost of equipment.....                         | 45,863 00           |
| Other permanent investments, as follows, viz.: |                     |
| Advances to other companies.....               | 2,349 15            |
| Current assets, as follows, viz.:              |                     |
| Cash on hand.....                              | \$2,208 71          |
| Open accounts.....                             | 2,844 67            |
| Materials on hand.....                         | 7,768 86            |
|  | <u>12,821 24</u>    |
|  | <u>\$458,496 12</u> |
| LIABILITIES.                                   |                     |
| Capital stock.....                             | \$350,000 00        |
| Funded debt.....                               | 76,000 00           |
| Current liabilities, as follows, viz.:         |                     |
| Loans payable.....                             | \$24,000 00         |
| Open accounts.....                             | 600 00              |
|  | <u>24,600 00</u>    |
| Profit and loss (surplus).....                 | 7,896 12            |
|  | <u>\$458,496 12</u> |

## Characteristics of Road and Equipment, Etc.

| Length of railway owned by company, as follows:   | Miles.      |
|---|-------------|
| Single track, main line, from Harlem to Fordham.....  | 4.61        |
| Single track, branch, from Boston avenue junction to West Farms.....  | 1.00        |
| Single track, branch, from Port Morris to Madison avenue bridge.....  | 1.31        |
| Single track, branch, from One Hundred and Thirty-third street and Third avenue to One Hundred and Thirty-eighth street and Third avenue..... | .20         |
| Single track, branch, from Westchester and Third avenue to Westchester and Prospect avenue.....   | —           |
| Total length of single track on main line and branches.....   | <u>7.12</u> |
| Second track on main line and branches.....   | <u>1.00</u> |
| Total length of all tracks and sidings owned.....   | <u>8.12</u> |

\* Credit.

|  |                    |
|--|--------------------|
| Weight of rail per yard .....  | 43 to 60 lbs.      |
| Gauge of track .....   | 4 feet 8½ in.      |
| Number of box cars .....   | 36                 |
| Open cars .....  | 23                 |
| Horses .....   | 334                |
| Schedule time making trip one way .....                              | 45 min.            |
| Cars are run during business hours .....                             | Every 4 and 5 min. |
| Rate of fare per passenger .....                                     | 5 and 6 cts.       |
| Number of passengers carried in cars during year .....               | 3,402,374          |
| Average number of employees (including officials), during year ..... | About 190          |

**Salaries, Wages, Etc., of Officers and Employees.****OFFICERS AND CLERKS.****Annual salary.**

|   |            |
|---|------------|
| Secretary and treasurer, chief engineer, superintendent ..... | \$6,560 00 |
| General office clerks .....                                   | 1,280 00   |

**OTHER EMPLOYEES.**

|                                    | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day.     |
|------------------------------------|---|-----------------------|
| Conductors .....                   | 12  | \$2 00                |
| Drivers .....                      | 12  | 2 14                  |
| Starters .....                     | 12  | 1 71                  |
| Watchmen .....                     | 12  | 2 00                  |
| Switchmen and stable foremen ..... | 10  | \$1 75, 1 50          |
| Roadmen .....                      | 10  | 1 00, 1 25            |
| Hill boys .....                    | 10  | 1 71                  |
| Hostlers .....                     | 12  | 2 14                  |
| Inspectors .....                   | 10  | \$3, 2.50, 2.25, 2 00 |
| Car repairers .....                | 10  | 2 50                  |
| Harnessmaker .....                 | 9   | 3 00                  |
| Blacksmiths .....                  | 10  | 2 00                  |
| Track foreman .....                |   |                       |

**ACCIDENTS.****Injured.**

|                |   |
|----------------|---|
| Employee ..... | 1 |
|----------------|---|

**Officers of the Company.**

| Name.                 | Title.                        | Official Address.            |
|-----------------------|-------------------------------|------------------------------|
| HENRY SPATLEY .....   | President .....               | 2389 Third ave., N. Y. city. |
| L. H. MCINTIRE .....  | Chief Engineer .....          | New York city.               |
| THOS. W. OLCOTT ..... | Secretary and Treasurer ..... | New York city.               |
| JAMES CARRIGAN .....  | Superintendent .....          | New York city.               |

**Directors of the Company.**

| Name.                       | Residence.       |
|-----------------------------|------------------|
| HENRY SPATLEY .....         | Montclair, N. J. |
| WM CAULDWELL .....          | New York city.   |
| ANTHONY N. BRADY .....      | Albany, N. Y.    |
| ROBERT C. PRUYN .....       | Albany, N. Y.    |
| THOMAS W. OLCOTT .....      | New York city.   |
| THOMAS L. VAN ANTWERP ..... | Albany, N. Y.    |
| HENRY BRONK .....           | Albany, N. Y.    |
| EDWARD A. GROESBECK .....   | Albany, N. Y.    |
| WILLIAM McEWAN .....        | Albany, N. Y.    |
| A. S. DRAPE .....           | Albany, N. Y.    |
| JOHN W. McNAMARA .....      | Albany, N. Y.    |
| L. H. MCINTIRE .....        | New York city.   |
| CHARLES L. PRUYN .....      | Albany, N. Y.    |

title of company, Harlem Bridge, Morrisania and Fordham Railway Company.

General offices at 2389 Third avenue, New York city.

date of close of fiscal year, April 30.

date of stockholders' annual meeting, second Tuesday in June.

for information as to this report, address Thomas W. Olcott, Secretary and Treasurer

## HERKIMER AND MOHAWK.

(Date of charter, March 3, 1871.)

## Capital Stock.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....           | 800            | \$20,000         | .....                                |
| Issued for actual cash and now outstanding. | 680            | 17,000           | \$17,000                             |

## Cost of Road and Equipment.

|  | ROAD.      | Total cost up to June 30, 1891. |
|--|------------|---------------------------------|
| Roadbed, superstructure and rails .....      |            | \$15,000 00                     |
| Cars.....                                    | EQUIPMENT. | 2,000 00                        |
| Grand total cost of road and equipment ..... |            | \$17,000 00                     |

## Income Account for Year Ending June 30, 1891.

|  |          |            |
|--|----------|------------|
| Gross earnings from operation .....                    |          | \$6,662 60 |
| Less operating expenses (excluding all taxes).....     |          | 4,737 60   |
| Gross income from all sources .....                    |          | \$1,924 90 |
| Deductions from income, as follows, viz.:              |          |            |
| Taxes on property used in operation of road.....       | \$229 17 |            |
| Taxes on earnings and capital stock .....              | 111 44   |            |
| Rents .....  | 82 00    |            |
|  |          | 421 61     |
| Net income from all sources .....                      |          | \$1,502 94 |
| Payments from net income, as follows, viz.:            |          |            |
| Dividends declared, 16 per cent on capital stock ..... |          | 2,730 00   |
| Deficit for year ending June 30, 1891 .....            |          | \$1,227 67 |

## General Income Account.

|   |            |
|---|------------|
| Deficit for year ending June 30, 1891 ..... | \$1,227 67 |
| Surplus up to June 30, 1890.....            | 3,885 28   |
| Total surplus June 30, 1891.....            | \$2,657 61 |

## Analysis of Gross Earnings and Operating Expenses.

|                                      | EARNINGS.  |
|--------------------------------------|------------|
| From passengers.....                 | \$6,438 45 |
| From mail.....                       | 175 00     |
| From express .....                   | 19 22      |
| From agricultural society .....      | 24 25      |
| From Ilion and Mohawk railroad ..... | 7 18       |
| From picnics and advertisements..... | 8 50       |
| Total gross earnings.....            | \$6,662 60 |

|  | OPERATING EXPENSES. |
|--|---------------------|
| Repairs of roadbed and track .....                 |                     |
| Repairs of cars and other vehicles.....            | 1,100 00            |
| Salaries of general officers and clerks .....      | 7 00                |
| Wages of conductors and drivers on horse cars..... | 1 00                |
| Light and fuel .....                               | 1 00                |
| Damages to persons and property .....              | 1 00                |
| Advertising, printing and office expenses .....    | 1 00                |
| Removal of snow and ice .....                      | 1 00                |
| Contingencies .....                                | 1 00                |
| Towing cars by contract.....                       | 1 00                |
| Total operating expenses .....                     | \$4.                |

# HERKIMER AND MOHAWK.

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## General Balance Sheet, June 30, 1891.

### ASSETS.

|                        |             |
|------------------------|-------------|
| Cost of road.....      | \$15,000 00 |
| Cost of equipment..... | 2,000 00    |

*Current assets as follows, viz.:*

|                   |                    |
|-------------------|--------------------|
| Cash on hand..... | 2,667 59           |
|                   | <u>\$19,667 59</u> |

### LIABILITIES.

|                                |                    |
|--------------------------------|--------------------|
| Capital stock.....             | \$17,000 00        |
| Profit and loss (surplus)..... | 2,667 59           |
|                                | <u>\$19,667 59</u> |

### Characteristics of Road, Equipment, Etc.

|   |   |
|---|---|
| Single track, main line, from Herkimer to Mohawk, miles.....        | 1.3                                     |
| Weight of rail per yard.....  | 25 lbs.                                 |
| Gauge of track.....   | 4 ft. 8½ in.                            |
| Number of box cars.....   | 4                                       |
| Open cars.....  | 1                                       |
| Schedule time making trip one way.....                              | 15 minutes.                             |
| Cars are run.....   | One car an hour from Mohawk and return. |
| Rate of fare per passenger.....                                     | 5 and 10 cents.                         |
| Number of passengers carried in cars during year.....               | 109,191                                 |
| Average number of employees (including officials), during year..... | 1                                       |

### Salary, Wages, Etc., of Officer and Employee.

|                | OFFICER. | Annual salary. |
|----------------|----------|----------------|
| Secretary..... |          | \$25 00        |

### OTHER EMPLOYEE.

|                | Average number of hours on duty per day. | Wages per day. |
|----------------|--|----------------|
| Conductor..... | 15                                       | \$2 00         |

### Officers of the Company.

| Name.                | Title.                             | Official Address. |
|----------------------|------------------------------------|-------------------|
| H. D. ALEXANDER..... | President, Treasurer and Supt..... | Mohawk, N. Y.     |
| E. L. PRINCE.....    | Secretary.....                     | Mohawk, N. Y.     |

### Directors of the Company.

| Name.                   | Residence.          |
|-------------------------|---------------------|
| H. D. ALEXANDER.....    | Mohawk, N. Y.       |
| J. V. QUACKENBUSH.....  | Mohawk, N. Y.       |
| JACOB DEFENDORF.....    | Mohawk, N. Y.       |
| O. BECKWITH.....        | Herkimer, N. Y.     |
| HENRY DEIMEL.....       | Herkimer, N. Y.     |
| CORNELIA CHURCHILL..... | Little Falls, N. Y. |
| CORNELIA CHURCHILL..... | Little Falls, N. Y. |

T he of company, Herkimer and Mohawk Street Railroad Company.

G eneral offices at Mohawk, N. Y.

I ate of close of fiscal year, December 31.

I ate of stockholders' annual meeting, first Monday in January.

F or information as to this report, address H. D. Alexander, President.

# HOUSTON, WEST STREET AND PAVONIA FERRY (New York city).

(Date of charter, June 3, 1874.)

For history of organization, see Report of 1885.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|   | No. of shares. | Total<br>par value. |
|---|----------------|---------------------|
| Authorized by law or charter .....  | 10,500         | \$1,050.00          |
| Issued on account of the purchase of the Avenue C railroad.                                   | 2,500          | \$250.00            |
| Issued on account of purchase of the Chambers Street and<br>Grand Street Ferry railroad ..... | 8,000          | 800.00              |
| Total now outstanding .....   | 10,500         | \$1,050.00          |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.       | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. |
|----------------------------|--------------|-----------|------------------|-----------------------------|
|                            |              | Rate.     | When<br>payable. |                             |
| First mortgage bonds ..... | July 1, 1894 | p.c.<br>7 | Jan. & July      | \$500.00                    |

**Cost of Road and Equipment.**

| ROAD.  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|---|
| Purchase of constructed road .....                                     | \$766,760 67   | \$1,926,700 67  |
| <b>EQUIPMENT.</b>  |  |   |
| Horses, harness, cars, wagons, trucks, snow-plows and<br>sleighs ..... | 66,711 00  | 186,711 00  |
| Grand total cost of road and equipment .....                           | \$833,471 67   | \$1,953,471 67  |

**DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.**

|  |       |    |
|--|-------|----|
| Purchase of the constructed road of the Chambers Street and Grand<br>Street Ferry Railroad Company ..... | \$766 | 67 |
| Purchase of equipment of same .....  | 66.   | 00 |
| Total .....  | \$833 | 67 |

**Income Account for Year Ending June 30, 1891.**

|   |        |    |
|---|--------|----|
| Gross earnings from operation .....                 | \$3,0  | 66 |
| Less operating expenses (excluding all taxes) ..... | 1,351. | 00 |
| Net earnings from operation .....                   |        | 66 |

*Income from other sources, as follows, viz.:*

|   |             |              |
|---|-------------|--------------|
| Interest .....                                    |             | \$922 96     |
| Gross income from all sources .....               |             | \$655,480 41 |
| <i>Deductions from income, as follows, viz.:</i>  |             |              |
| Taxes on property used in operation of road ..... | \$29,105 16 |              |
| Taxes on earnings and capital stock .....         | 15,902 97   |              |
| Taxes other than above .....                      | 57,204 84   |              |
| Interest on funded debt due and accrued .....     | 33,496 00   |              |
| Rentals .....                                     | 529,247 96  |              |
|   |             | 664,955 98   |
| Deficit for year ending June 30, 1891 .....       |             | \$9,475 52   |

**General Income Account.**

|  |              |              |
|--|--------------|--------------|
| Deficit for year ending June 30, 1891 .....  |              | \$9,475 52   |
| Surplus up to June 30, 1890 .....  | \$124,562 81 |              |
| Surplus up to June 30, 1890, Broadway and Seventh avenue transferred .....                     | 110,289 25   |              |
| Surplus up to June 30, 1890, Chambers Street and Grand Street Ferry railroad transferred ..... | 15,876 67    |              |
|  | \$251,078 73 |              |
| Less open accounts closed by profit and loss .....   | 623 27       |              |
|  |              | 250,455 46   |
| Total surplus June 30, 1891 .....  |              | \$240,979 94 |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|   |                |
|---|----------------|
| From passengers, including leased lines ..... | \$1,998,596 46 |
| Rent from use of tracks .....                 | 6,965 00       |
| Total gross earnings .....                    | \$2,005,561 46 |

**OPERATING EXPENSES.**

|  |             |
|--|-------------|
| Repairs of roadbed and track .....                                   | \$32,651 52 |
| Repairs of buildings and fixtures .....                              | 19,992 84   |
| Repairs of cars and other vehicles .....                             | 41,253 33   |
| Rent of offices, stable and depot property, etc. ....                | 7,619 00    |
| Repairs of harness and stable equipment .....                        | 17,611 64   |
| Horseshoeing .....   | 37,242 40   |
| Renewals of horses and mules .....                                   | 76,924 50   |
| Provender (including expense of grinding) .....                      | 282,877 37  |
| Salaries of general officers and clerks .....                        | 56,179 26   |
| Wages of conductors and drivers on horse cars .....                  | 484,446 76  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 197,912 05  |
| Light and fuel .....   | 10,866 36   |
| Water taxes .....  | 2,607 60    |
| Damages to persons and property .....                                | 23,044 54   |
| Legal expenses .....   | 24,146 51   |
| Advertising, printing and office expenses .....                      | 2,060 31    |
| Insurance .....  | 7,388 96    |
| Removal of snow and ice and street cleaning .....                    | 14,496 43   |
| <i>Contingencies, viz.:</i>  |             |
| Detective service .....  | \$7,490 70  |
| Oil and waste .....  | 826 22      |
| Rent of watering stand privileges .....                              | 800 00      |
| Discount on silver and sundries .....                                | 3,076 72    |
|  | 11,692 64   |

|                                |                |
|--------------------------------|----------------|
| Total operating expenses ..... | \$1,351,004 01 |
|--------------------------------|----------------|

**RENTALS.**

|  |              |
|--|--------------|
| Broadway Surface, bond interest .....  | \$106,250 00 |
| South Ferry Railroad Company, bond interest .....                                  | 17,500 00    |
| Broadway and Seventh Avenue Railroad Company, interest on funded debt .....        | 100,000 00   |
| Broadway and Seventh Avenue Railroad Company, interest on bonds and mortgage ..... | 10,000 00    |
| Broadway and Seventh Avenue Railroad Company, 10 per cent dividend ..              | 210,000 00   |
| City rent, Broadway Surface .....  | 40,000 00    |
| City percentage on receipts .....  | 45,497 96    |
|  | \$529,247 96 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |             |                       |
|--|-------------|-----------------------|
| Cost of road.....                        |             | \$1,326,729 00        |
| Cost of equipment.....                   |             | 126,711 00            |
| Other permanent investments.....         |             | 31,200 00             |
| <i>Current assets, as follows, viz.:</i> |             |                       |
| Cash on hand.....                        | \$57,984 76 |                       |
| Bills receivable.....                    | 69,790 00   |                       |
| Open accounts.....                       | 617,257 85  |                       |
| Supplies on hand.....                    | 16,968 00   |                       |
|  |             | 761,999 61            |
|  |             | <u>\$2,376,427 61</u> |

## LIABILITIES.

|   |                       |
|---|-----------------------|
| Capital stock.....                            | \$1,000,000 00        |
| Funded debt.....                              | 500,000 00            |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Open accounts.....                            | 655,697 32            |
| Profit and loss (surplus).....                | 240,379 18            |
|   | <u>\$2,376,427 61</u> |

## Characteristics of Road, Equipment, Etc.

*Length of railway owned by company, as follows:*

|  |              |
|--|--------------|
| Single track, main line, from Forty-second Street depot to Chambers Street ferry.....                      | 1.80         |
| Single track, main line, from Grand Street ferry to Chambers Street ferry.....                             | 1.74         |
| Single track, branch, from Avenue C to Tenth Street ferry.....   | .72          |
| Single track, branch, from Roosevelt ferry to Madison street.....  | .20          |
| Total length of single track on main line and branches.....  | 6.16         |
| Second track on main line and branches, Avenue C line and Chambers street and Grand Street ferry line..... | 6.39         |
| Sidings on main line and branches.....   | .70          |
| Total length of all track and sidings owned.....   | <u>13.15</u> |

*Length of railway actually leased and operated by this company, as follows:*

|   |              |
|---|--------------|
| Single track from Fifty-ninth street and Seventh avenue to Barclay street and Broadway..... | 4.25         |
| Single track from Fifty-first street and Seventh avenue to Park place and Broadway.....     | 4.86         |
| Single track from Fifteenth street and Broadway to Bowling Green.....                       | 1.57         |
| Single track from Vesey street and Church street to South ferry.....                        | .92          |
| Total length of single track leased.....  | 11.60        |
| Second track and sidings.....   | 11.66        |
| Total length of all tracks and sidings leased.....  | <u>23.26</u> |
| Grand total length of all track and sidings owned and leased.....                           | <u>36.41</u> |

|  |   |
|--|---|
| Weight of rail per yard.....                                       | 47, 56, 60 lbs.                             |
| Gauge of track.....  | 4 ft. 8 1/2 in.                             |
| Number of box cars.....  | 30  |
| Horses.....  | 1.25  |
| Schedule time making trip one way.....                             | 53, 55, 26 min.                             |
| Cars are run.....  | Every minute and 2 1/2 to 3 and 2 to 6 min. |
| Rate of fare per passenger.....                                    | cents                                       |
| Number of passengers carried in cars during year:                  |   |
| Cash.....  | 771,339                                     |
| Transfers.....   | 708,000                                     |
| Average number of employees (including officials) during year..... | 1,300                                       |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.  | Ann. | day.  |
|---|------|-------|
| President, vice-president, secretary and treasurer, superintendent, general clerks, register clerk, receivers and others..... |      | 179 5 |



## OTHER EMPLOYEES.

|                   | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|-------------------|---|-------------------|
| Conductors .....  | 9½ to 10  | \$2 00            |
| Drivers .....     | 9½ to 10  | 2 00              |
| Starters .....    | 10  | 2 50              |
| Watchmen .....    | 10  | 2 00              |
| Switchmen .....   | 10  | \$1 00 to 1 25    |
| Roadmen .....     | 10  | 1 50 to 2 25      |
| Hostlers .....    | 10  | 1 75              |
| Inspectors .....  | 10  | 2 57              |
| Woodworkers ..... | 10  | 3 00              |
| Painters .....    | 10  | 2 75              |
| Horseshoers ..... | 9½  | 3 00              |

## ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 7        | 1       | 8      |
| Employees .....  | 1        | 0       | 1      |
| Others .....     | 8        | 4       | 12     |
| Total .....      | 16       | 5       | 21     |

## Officers of the Company.

| Name.                 | Title.                       | Official Address.              |
|-----------------------|------------------------------|--------------------------------|
| DANIEL S. LAMONT..... | President .....              | New York city.                 |
| HENRY THOMPSON .....  | Vice-President .....         | New York city.                 |
| D. B. HASBROUCK ..... | Secretary and Treasurer..... | 415 E. 10th st. New York city. |
| HIRAM W. EDES.....    | Superintendent .....         | New York city.                 |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| DANIEL S. LAMONT.....  | New York city.    |
| HENRY THOMPSON.....    | New York city.    |
| THOMAS F. RYAN .....   | New York city.    |
| D. B. HASBROUCK .....  | Brooklyn, N. Y.   |
| CHARLES E. WARREN..... | Brooklyn, N. Y.   |
| WM. L. ELKINS .....    | Philadelphia, Pa. |
| P. A. B. WIDENER ..... | Philadelphia, Pa. |

Title of company. Houston, West Street and Pavonia Ferry Railroad Company.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information as to this report, address D. B. Hasbrouck, Secretary and Treasurer.

## HUDSON ELECTRIC.

(Date of charter, April 24, 1890.)

Construction commenced May 31, 1890.  
Opened for public use September 20, 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 500            | \$50,000            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.         | When due. | INTEREST.  |               | Amount<br>outstand-<br>ing. |
|------------------------------|-----------|------------|---------------|-----------------------------|
|                              |           | Rate.      | When payable. |                             |
| * First mortgage bonds ..... | 1908      | P. C.<br>6 | Mar. & Sept.  | \$40,000                    |

## Cost of Road and Equipment.

| ROAD.   | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$105 00                           |
| Electric or cable appliances pertaining to road and superstructure .....  | 25 00                              |
| Buildings and fixtures .....  | 123 50                             |
| Purchase of constructed road .....  | \$0,000 00                         |
| Total cost of road .....  | \$200,275 00                       |

| EQUIPMENT.                                   |              |
|--|--------------|
| Motor cars and fixtures .....                | \$74 00      |
| Grand total cost of road and equipment ..... | \$201,275 00 |

## DETAILS OF ADDITIONS OR BETTERMENTS MADE SINCE PURCHASE OF ROAD AND EQUIPMENT.

|  |          |
|--|----------|
| Additional turnouts and switch .....     | \$105 00 |
| Electric overhead system for same .....  | 25 00    |
| Additional motor car, part payment ..... | \$24 00  |
| Additions to car-house and office .....  | 123 50   |
| Total .....                              | \$277 50 |

## Income Account for Year Ending June 30, 1891.

|   |        |
|---|--------|
| Gross earnings from operation .....                 | \$7 00 |
| Less operating expenses (excluding all taxes) ..... | 22 00  |
| Gross income from all sources .....                 | \$5 00 |

\* Issued for construction and equipment.

*Deductions from income, as follows, viz.:*

|   |          |                   |
|---|----------|-------------------|
| Taxes on earnings and capital stock .....     | \$58 68  |                   |
| Interest on funded debt due and accrued ..... | 2,000 00 |                   |
|   |          | <u>\$2,058 68</u> |
| Surplus for year ending June 30, 1891 .....   |          | <u>\$3,756 74</u> |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                                   |                    |
|-----------------------------------|--------------------|
| From passengers, cash fares ..... | \$10,837 09        |
| Sale of tickets .....             | 526 50             |
| Advertising in cars .....         | 305 25             |
| Total gross earnings .....        | <u>\$11,737 84</u> |

**OPERATING EXPENSES.**

|   |          |
|---|----------|
| Repairs of roadbed and track .....                            | \$1 00   |
| Repairs of buildings and fixtures .....                       | 2 40     |
| Repairs and renewals of cars, motors and other vehicles ..... | 368 49   |
| Salaries of general officers and clerks .....                 | 505 82   |
| Wages of conductors and motor men .....                       | 1,494 96 |
| Wages of watchmen .....                                       | 297 36   |
| Light and fuel other than at power-house .....                | 32 68    |
| Advertising, printing and office expenses .....               | 213 63   |
| Insurance .....   | 115 00   |
| Removal of snow and ice .....                                 | 289 24   |

*Contingencies:*

|  |          |
|--|----------|
| Incidentals .....                            | 44 63    |
| Oil and waste .....                          | 85 44    |
| Power (rented from Electric Light Co.) ..... | 2,620 50 |

|                                |                   |
|--------------------------------|-------------------|
| Total operating expenses ..... | <u>\$5,922 42</u> |
|--------------------------------|-------------------|

**General Balance Sheet June 30, 1891.****ASSETS.**

|  |                    |
|--|--------------------|
| Cost of road and equipment .....         | \$91,279 02        |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand .....                       | 3,336 40           |
|  | <u>\$94,615 42</u> |

**LIABILITIES.**

|   |                    |
|---|--------------------|
| Capital stock .....                           | \$50,000 00        |
| Funded debt .....                             | 40,000 00          |
| <i>Current liabilities as follows, viz.:</i>  |                    |
| Interest on funded debt due and accrued ..... | \$800 00           |
| Taxes on earnings .....                       | 58 68              |
|   | <u>858 68</u>      |
| Profit and loss (surplus) .....               | 3,756 74           |
|   | <u>\$94,615 42</u> |

**Characteristics of Road, Equipment, Etc.**

|  |               |
|--|---------------|
| <i>Length of railway owned by company, as follows:</i>   | <b>Miles.</b> |
| Single track, main line, from New York Central and Hudson River railroad depot to Academy hill ..... | 1.55          |
| Single track, branch, from Diamond street to Boston and Albany depot .....                           | .06           |
| Single track, branch, from Front street to Ferry landing .....                                       | .06           |
| Total length of single track on main line and branches .....   | <u>1.66</u>   |
| Sidings on main line and branches .....  | .15           |
| Total length of all tracks and sidings owned .....   | <u>1.81</u>   |

|  |                     |
|--|---------------------|
| Weight of rails per yard .....   | 35 lbs.             |
| Gage of track .....  | 4 ft. 8½ in.        |
| Number of motor cars .....   | 4                   |
| Schedule time making trip one way .....                                | 14 mins.            |
| Cars run .....   | 7½ minutes headway. |
| Rate of fare per passenger .....                                       | 5 cents.            |
| Number of passengers carried in cars during 9 months and 10 days ..... | 234,756             |
| Average number of employees (including officials), during year .....   | 8                   |

**Salaries, Wages, Etc., of Officers and Employees.**

|               |                 |                       |
|---------------|-----------------|-----------------------|
|               | <b>OFFICER.</b> | <b>Annual salary.</b> |
| Per man ..... |                 | \$624 00              |

## OTHER EMPLOYEES.

|                | Average number of hours on duty per day. | Wages per day. |
|----------------|--|----------------|
| Watchmen ..... | 12                                       | \$1.25         |
| Motormen ..... | 12                                       | \$1.30 and 1/2 |

## NUMBER OF ACCIDENTS.

|   | Injured. | Killed. | Total. |
|---|----------|---------|--------|
| Others than passengers and employees..... | 1        | 1       | 1      |

## Officers of the Company.

| Name.             | Title.                            | Official Address. |
|-------------------|-----------------------------------|-------------------|
| H. MCGONEGAL..... | President .....                   | Syracuse, N. Y.   |
| E. J. HODGE.....  | Secretary .....                   | Hudson, N. Y.     |
| S. D. LAKE .....  | Treasurer and Superintendent..... | Hudson, N. Y.     |

## Directors of the Company.

| Name.                 | Residence.      |
|-----------------------|-----------------|
| H. MCGONEGAL .....    | Syracuse, N. Y. |
| S. D. LAKE .....      | Hudson, N. Y.   |
| E. J. HODGE .....     | Hudson, N. Y.   |
| A. J. ROWLES .....    | Hudson, N. Y.   |
| JUDSON KINGSLEY ..... | Troy, N. Y.     |
| W. S. WALES .....     | Syracuse, N. Y. |
| A. E. MATTHEWS .....  | Syracuse, N. Y. |

Title of company, Hudson Electric Railway Company.

General offices at Hudson, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Thursday in October.

For information as to this report, address S. D. Lake, Treasurer.

## HUNTINGTON.

(Date of charter, May, 1890.)

Commenced operating road July 19, 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. |
|---|----------------|------------------|
| Authorized by law or charter .....      | 3,000          | \$30,000         |
| Issued for actual cash .....            | 305            | \$3,050          |
| Issued on account of construction ..... | 2,695          | \$26,950         |
| Total now outstanding .....             | 3,000          | \$30,000         |

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | When due. | INTEREST. |               | Amount outstanding. |
|---|-----------|-----------|---------------|---------------------|
|   |           | Rate.     | When payable. |                     |
| First mortgage bonds, whole amount authorized, \$30,000 ..... | 1920.     | p c.<br>5 | June & Dec.   | \$25,000            |

## Cost of Road and Equipment.

| ROAD.  | Total cost up to June 30, 1891. |
|--|---------------------------------|
| Road built and equipped by contract .....    | \$54,950 00                     |
| <b>EQUIPMENT.</b>                            |                                 |
| Additional fixtures, etc., during year ..... | 515 90                          |
| Grand total cost of road and equipment.....  | <u>\$55,465 90</u>              |

## Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation.....                  | \$4,905 35        |
| Less operating expenses (excluding all taxes) ..... | 3,224 29          |
| Net earnings from operation.....                    | <u>\$1,681 06</u> |
| <i>Deductions from income, as follows, viz.:</i>    |                   |
| Taxes on property used in operation of road .....   | \$18 49           |
| Interest on funded debt paid and accrued.....       | 1,854 00          |
|   | <u>1,872 49</u>   |
| Surplus for year ending June 30, 1891.....          | <u>\$313 57</u>   |

## Analysis of Gross Earnings and Operating Expenses.

|  |                   |
|--|-------------------|
| <b>EARNINGS.</b>                                   |                   |
| From passengers.....                               | \$4,756 75        |
| Sundries .....                                     | 148 60            |
| Total gross earnings.....                          | <u>\$4,905 35</u> |
| <b>OPERATING EXPENSES.</b>                         |                   |
| Horseshoeing.....                                  | \$115 19          |
| Provender (including expense of grinding).....     | 952 61            |
| Wages of conductors and drivers on horse cars..... | 1,378 92          |
| Wages of hostlers, etc.....                        | 420 00            |
| Light and fuel.....                                | 25 09             |
| Advertising, printing and office expenses.....     | 90 00             |
| Insurance.....                                     | 50 00             |
| Removal of snow and ice.....                       | 25 00             |
| Contingencies .....                                | 142 57            |
| Total operating expenses.....                      | <u>\$3,224 29</u> |

## General Balance Sheet June 30, 1891.

|   |                    |
|---|--------------------|
| <b>ASSETS.</b>                                |                    |
| Cost of road and equipment.....               | \$55,465 90        |
| <i>Current assets, as follows, viz.:</i>      |                    |
| Cash on hand .....                            | \$412 83           |
| Supplies on hand.....                         | 23 84              |
|   | <u>436 67</u>      |
|   | <u>\$55,902 57</u> |
| <b>LIABILITIES.</b>                           |                    |
| Capital stock.....                            | \$30,000 00        |
| Accumulated debt.....                         | 25,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Interest on funded debt accrued.....          | \$104 00           |
| Interest payable.....                         | 400 00             |
| Sundries .....                                | 85 00              |
|   | <u>589 00</u>      |
| Profit and loss (surplus) .....               | 313 57             |
|   | <u>\$55,902 57</u> |

## Characteristics of Road and Equipment, Etc.

|   |                |
|---|----------------|
| Single track, main line, from Geneva, Ithaca and Sayre depot to Ithaca hotel, miles ..... | 1              |
| Weight of rail per yard .....   | 30 lbs         |
| Gauge of track .....  | 4 ft. 8 1/2 in |
| Number of motor cars .....  | 1              |
| Schedule time making trip one way .....   | 10 min         |
| Cars are run .....  | Every 10 min   |
| Rate of fare per passenger .....  | 4 1-6 & 5 cts  |
| Number of passengers carried in cars during year .....                                    | 108,621        |
| Average number of employees (including officials) during year .....                       | 1              |

## Wages, Etc., of Employees.

|              | Average number of hours on duty per day. | Wages per day. |
|--------------|--|----------------|
| Drivers..... | 9  | \$1.50 & 1/2   |

## Officers of the Company.

| Name.                  | Title.          | Official Address. |
|------------------------|-----------------|-------------------|
| D. W. BURDICK .....    | President ..... | Ithaca, N. Y.     |
| CHARLES H. WHITE ..... | Secretary ..... | Ithaca, N. Y.     |
| D. F. VAN VLEET .....  | Treasurer ..... | Ithaca, N. Y.     |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| D. W. BURDICK .....    | Ithaca, N. Y.     |
| CHARLES H. WHITE ..... | Ithaca, N. Y.     |
| D. F. VAN VLEET .....  | Ithaca, N. Y.     |
| C. C. GAVITT .....     | Ithaca, N. Y.     |
| J. J. STEPHENS .....   | Washington, D. C. |
| J. I. SCOLLAND .....   | Clinton, N. Y.    |
| C. D. HARRIS .....     | New York city.    |

Title of company, Ithaca Street Railway Company.

General offices at Ithaca, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, third Monday in November.

For information as to this report, address D. W. Burdick, President.

## JAMAICA AND BROOKLYN.

(Date of charter, March 22, 1890.)

For history of organization, see Report of 1889.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Val<br>also |
|--|----------------|-------------|
| Authorized by law or charter and now outstanding ..... | 9,874          | HW. 89      |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.    | INTEREST. |               | Amount outstanding. |
|----------------------|--------------|-----------|---------------|---------------------|
|                      |              | Rate.     | When payable. |                     |
| *First mortgage..... | Jan. 1, 1930 | P.C.<br>5 | Jan. & July   | \$410,000           |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure..... | \$11,079 43  | .....   |
| Electric appliances pertaining to road and superstructure.....   | 27,388 56  | .....   |
| Right of way.....  | 2,856 58   | .....   |
| Buildings and fixtures.....  | 90 00  | .....   |
| Interest and discount charged to construction.....   | 3,249 55   | .....   |
| Total cost of road, as reported to June 30, 1890.....  | .....  | \$522,480 00  |
| Total cost of road.....  | \$44,664 12  | \$567,144 12  |
| EQUIPMENT.   |  |   |
| Motor cars.....  | \$11,755 36  | .....   |
| Wagons, trucks, snow-plows, sleighs.....   | 152 92   | .....   |
| Total cost of equipment, as reported to June 30, 1890.....   | .....  | \$15,838 60   |
| Total cost of equipment.....   | \$11,908 28  | \$15,338 60   |
| Grand total cost of road and equipment.....  | \$56,572 40  | \$594,391 00  |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....   | \$52,040 36 |
| Less operating expenses (excluding all taxes).....   | 39,348 74   |
| Net earnings from operations.....  | \$12,691 62 |
| Income from other sources, as follows, viz.:   |             |
| Miscellaneous revenues.....  | 1,817 92    |
| Gross income from all sources.....   | \$14,509 54 |
| Deductions from income, as follows, viz.:  |             |
| Taxes on property used in operation of road, on earnings and capital stock, and all other taxes..... | \$107 11    |
| Interest on funded debt due and accrued.....   | 19,750 00   |
|  | 19,857 11   |
| Deficit for year ending June 30, 1891.....   | \$5,347 57  |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS. |                            |             |
|-----------|----------------------------|-------------|
| 1         | n passengers.....          | \$39,120 31 |
| 2         | s.....                     | 12,920 05   |
|           | total gross earnings:..... | \$52,040 36 |

used partly for property of the Long Island Electric Company and to pay off certain thereon and partly for cash.

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| Repairs of roadbed, track, buildings and fixtures .....  | \$6,715 13         |
| Repairs and renewals of cars, motors and other vehicles .....  | 8,515 06           |
| Salaries of general officers and clerks and office expenses .....  | 3,272 27           |
| Wages of conductors, motor men, engineer, firemen and other employees<br>at power-house, watchmen, starters, switchmen, roadmen, etc. .... | 11,984 21          |
| Light and fuel other than at power-house .....   | 5,484 22           |
| Fuel, light and other supplies used at power-house .....   | 285 25             |
| Legal expenses .....   | 438 32             |
| Advertising and printing .....   | 887 42             |
| Insurance .....  | 262 23             |
| Removal of snow and ice .....  | 279 28             |
| Contingencies .....  | 925 21             |
| Stationary machinery .....   | 300 05             |
| Oil, tallow and waste .....  |                    |
| <b>Total operating expenses .....</b>  | <b>\$39,348 14</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road and equipment .....         | \$594,361 21        |
| <i>Current assets, as follows, viz.:</i> |                     |
| Cash on hand .....                       | 13,515 00           |
| Supplies on hand .....                   | 2,482 28            |
| Profit and loss (deficiency) .....       | 7,686 22            |
|  | <b>\$617,965 31</b> |

## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....                           | \$197,429 21        |
| Funded debt .....                             | 410,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt due and accrued ..... | 10,375 00           |
|   | <b>\$617,965 31</b> |

## Characteristics of Road, Equipment, Etc.

|   |               |
|---|---------------|
| <i>Length of railway owned by company, as follows:</i>    | <b>Miles.</b> |
| Single track, main line, from Jamaica to Brooklyn .....   | 4 1/2         |
| Second track on main line and branches .....              | 4 1/2         |
| <b>Total length of all tracks and sidings owned .....</b> | <b>12 1/2</b> |

|  |   |
|--|---|
| Weight of rail per yard .....  | 57 lbs.   |
| Gauge of track .....   | 4 ft. 8 1/2 in.                                   |
| Open cars, not motors .....  | 1   |
| Horses and mules .....   | 1   |
| Number of motor cars .....   | 13  |
| Time making trip one way .....                                       | 40 min.   |
| Cars are run .....   | Week days, every 15 min.; Sunday, 5 min.          |
| Rate of fare per passenger .....                                     | Full fare, 5 and 10 cts.; half fare, 3 and 5 cts. |
| Number of passengers carried in cars during year .....               | 528,461   |
| Average number of employees (including officials), during year ..... | 4   |

## Wages, Etc., of Employees.

|                   | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|-------------------|---|-------------------|
| Conductors .....  | 12 1/2  | \$2 50            |
| Drivers .....     | 12 1/2  | 1 50              |
| Starters .....    | 12  | 1 00              |
| Watchmen .....    | 12  | 1 50              |
| Switchmen .....   | 12  | 1 00              |
| Roadmen .....     | 10  | 1 50              |
| Firemen .....     | 12  | 1 50              |
| Engineers .....   | 12  | 2 50              |
| Electrician ..... | 10  | 1 00              |

## Officers of the Company.

| Name.                | Title.               | Official Address.        |
|----------------------|----------------------|--------------------------|
| SAMUEL SPENCER ..... | President .....      | 23 Wall street, New York |
| W. S. TOWNSEND ..... | Secretary .....      | 23 Wall street, New York |
| WM. T. LITSON .....  | Treasurer .....      | 1 Broadway, New York     |
| WM. M. SCOTT .....   | Superintendent ..... | Jamaica, L. I.           |



## Directors of the Company.

| <i>Name.</i>         | <i>Residence.</i> |
|----------------------|-------------------|
| SAMUEL SPENCER ..... | New York city.    |
| JOHN G. WRIGHT ..... | Yonkers, N. Y.    |
| O. H. COSTER .....   | New York city.    |
| E. P. BROMLEY .....  | Brooklyn, N. Y.   |
| WALTER B. HORN ..... | Brooklyn, N. Y.   |
| JOHN LINDLEY .....   | New York city.    |
| W. S. KERNEYS .....  | New York city.    |
| E. M. ROBINSON ..... | New York city.    |
| W. S. TOWNSEND ..... | Stapleton, N. Y.  |

Title of company, Jamaica and Brooklyn Road Company.

General offices at Jamaica, L. I.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in March.

For information as to this report, address Wm. T. Litson, Treasurer.

## JAMESTOWN.

(Date of charter, October 18, 1883.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter .....          | 5,000          | \$250,000           | .....                                      |
| Issued for actual cash and now outstanding. | 2,000          | 100,000             | \$24,990                                   |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|----------------------------|--------------|-----------|------------------|-----------------------------|--|
|                            |              | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds ..... | July 1, 1891 | p.c.<br>6 | Jan. & July      | \$25,000                    | \$25,000   |

## Cost of Road and Equipment.

| Road.   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>up to June<br>30, 1891. |
|---|--|---------------------------------------|
| adbed, superstructure and rails .....           | .....  | \$29,385 82                           |
| l estate .....                                  | .....  | 3,000 00                              |
| ldings and fixtures .....                       | \$24 89  | 3,391 56                              |
| rest and discount charged to construction ..... | .....  | 1,221 64                              |
| Total cost of road .....                        | \$24 89  | \$36,999 02                           |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost up to June 30, 1891. |
|---|--|---------------------------------|
| Horses .....                                |  | \$5,222 75                      |
| Harness.....                                | \$22 23  | 617 51                          |
| Cars .....                                  | 14 50  | 8,522 32                        |
| Wagons, trucks, snow-plows and sleighs..... |  | 291 19                          |
| Total cost of equipment.....                | \$36 73  | \$14,653 56                     |
| Grand total cost of road and equipment..... | \$61 62  | \$51,663 52                     |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                             |         |
|-----------------------------|---------|
| Additions to buildings..... | \$34 25 |
| Additions to harness.....   | 22 23   |
| Additions to cars.....      | 14 50   |
| Total.....                  | \$61 62 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation .....                | \$15,895 56 |
| Less operating expenses (excluding all taxes)..... | 12,913 45   |
| Net earnings from operation.....                   | \$2,982 11  |

## Income from other sources, as follows, viz.:

|                                    |            |
|------------------------------------|------------|
| Team work .....                    | \$171 65   |
| Interest .....                     | 8 73       |
| Fertilizer*.....                   | 56 25      |
| Commission.....                    | 9 78       |
|                                    | 246 41     |
| Gross income from all sources..... | \$3,228 52 |

## Deductions from income, as follows, viz.:

|  |            |
|--|------------|
| Taxes on property used in operation of road..... | \$338 56   |
| Taxes on earnings and capital stock.....         | 98 27      |
| Taxes other than above .....                     | 35 16      |
| Interest on funded debt due and accrued.....     | 1,500 00   |
|  | 1,971 99   |
| Surplus for year ending June 30, 1891 .....      | \$1,256 53 |

## General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$1,256 53 |
| Surplus up to June 30, 1890.....           | 475 32     |
| Add profit on horse.....                   | 17 25      |
| Total surplus June 30, 1891.....           | \$1,749 10 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |             |
|----------------------|-------------|
| From passengers..... | \$15,895 56 |
|----------------------|-------------|

## OPERATING EXPENSES.

|   |      |
|---|------|
| Repairs of roadbed and track operated by horses.....  | 1 50 |
| Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures..... | 55   |
| Repairs of buildings and fixtures .....   | 36   |
| Repairs of cars (not motors) and other vehicles.....  | 11   |
| Repairs of harness and stable equipment .....   | 62   |
| Horseshoeing.....   | 53   |

\*This item should go to credit of "provender" in operating expenses, \$3 45

|   |            |
|---|------------|
| Provender (including expense of grinding) .....                         | \$3,763 37 |
| Salaries of general officers and clerks .....                           | 1,200 00   |
| Wages of conductors and drivers on horse cars .....                     | 2,789 87   |
| Wages of engineer, firemen and all others employed at power-house ..... | 125 32     |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc .....    | 2,278 59   |
| Light and fuel, other than at power-house .....                         | 187 85     |
| Fuel, light and other supplies used at power-house .....                | 316 34     |
| Water tax .....   | 36 00      |
| Legal expenses .....  | 111 70     |
| Advertising, printing and office expenses .....                         | 675 64     |
| Insurance .....   | 327 68     |

*Contingencies:*

|                                 |               |
|---------------------------------|---------------|
| Royalty on punches .....        | \$150 10      |
| General expenses .....          | 86 40         |
| Doctoring horses .....          | 11 05         |
| Subscription to base ball ..... | 50 00         |
|                                 | <u>297 55</u> |

|                                |                    |
|--------------------------------|--------------------|
| Total operating expenses ..... | <u>\$12,913 47</u> |
|--------------------------------|--------------------|

**General Balance Sheet June 30, 1891.****ASSETS.**

|                                   |             |
|-----------------------------------|-------------|
| Cost of road .....                | \$36,999 02 |
| Cost of equipment .....           | 14,683 50   |
| Other permanent investments ..... | 149 54      |

*Current assets, as follows, viz.:*

|                                    |                     |
|------------------------------------|---------------------|
| Cash on hand .....                 | \$34 00             |
| Bills receivable .....             | 43 00               |
| Open accounts .....                | *75,431 75          |
| Supplies on hand .....             | 1,283 31            |
|                                    | <u>76,792 06</u>    |
| Sundries, unsubscribed stock ..... | 150,000 00          |
|                                    | <u>\$278,594 12</u> |

**LIABILITIES.**

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$250,000 00 |
| Funded debt .....   | 25,000 00    |

*Current liabilities, as follows, viz.:*

|                                 |                     |
|---------------------------------|---------------------|
| Open accounts .....             | 1,844 73            |
| Profit and loss (surplus) ..... | 1,749 39            |
|                                 | <u>\$278,594 12</u> |

**Characteristics of Road, Equipment, Etc.***Length of railway owned by company, as follows:*

|   | Miles. |
|---|--------|
| Single track, main line, from fair grounds to Sherman house, via Allen street ..... | 3.278  |
| Single track, branch, from Second street to west side of bridge .....               | .093   |

|  |       |
|--|-------|
| Total length of single track on main line and branches ..... | 3.371 |
| Second track on main line and branches .....                 | .312  |
| Sidings on main line and branches .....                      | .361  |

|  |              |
|--|--------------|
| Total length of all tracks and sidings owned ..... | <u>4.034</u> |
|--|--------------|

|  |                  |
|--|------------------|
| Weight of rail per yard .....                                    | 30 and 42 lbs.   |
| Gauge of track .....   | 4 ft. 8½ in.     |
| Number of box cars, not motors .....                             | 5                |
| Open cars, not motors .....                                      | 5                |
| Number of motor cars .....                                       | 5                |
| Schedule time making trip one way .....                          | 36 minutes.      |
| How many runs .....  | Every 8 minutes. |
| Cost of fare per passenger .....                                 | 5 cents.         |
| Number of passengers carried in cars during year .....           | 327,046          |
| Age number of employees (including officials), during year ..... | 5                |

**Salaries, Wages, Etc., of Officers and Employees.**

|                        | OFFICERS. | Annual salary. |
|------------------------|-----------|----------------|
| General officers ..... |           | \$1,200 00     |

\* Of this amount \$75,050 is due for capital stock not assessed.

## OTHER EMPLOYEES.

|                             | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|-----------------------------|---|-------------------|
| Conductors and drivers..... | 12  | \$1.18            |
| Starters and watchmen.....  | 12  | 1.18              |
| Roadmen and hostlers.....   | 12  | 1.18              |

## Officers of the Company,

| Name.                  | Title.               | Official Address. |
|------------------------|----------------------|-------------------|
| A. N. BROADHEAD.....   | President .....      | Jamestown, N. Y.  |
| W. S. CAMERON .....    | Secretary .....      | Jamestown, N. Y.  |
| F. E. GIFFORD.....     | Treasurer .....      | Jamestown, N. Y.  |
| GEORGE E. MALTBY ..... | Superintendent ..... | Jamestown, N. Y.  |

## Directors of the Company.

| Name.                | Residence.       |
|----------------------|------------------|
| A. N. BROADHEAD..... | Jamestown, N. Y. |
| L. B. WARNER.....    | Jamestown, N. Y. |
| F. E. GIFFORD.....   | Jamestown, N. Y. |
| S. B. BROADHEAD..... | Jamestown, N. Y. |
| O. E. JONES.....     | Jamestown, N. Y. |
| R. N. MARVIN.....    | Jamestown, N. Y. |

Title of company, The Jamestown Street Railway Company.

General offices at Jamestown, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in October.

For information as to this report, address George E. Maltby, Superintendent.

## JEROME PARK.

(Date of charter, April 26, 1880.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                     | No. of shares. | Total<br>par value |
|-------------------------------------|----------------|--------------------|
| *Authorized by law or charter ..... | 500            | \$50,000           |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due. | INTEREST.  |                  | Al. amt<br>out-<br>standing. |
|----------------------|-----------|------------|------------------|------------------------------|
|                      |           | Rate.      | When<br>payable. |                              |
| †Bonds .....         | 1890      | p. c.<br>8 | May & Nov.       | \$100,000                    |

\* Eight per cent, \$1,000, paid in.

† Road was built for the box

# JEROME PARK.

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## Income Account for Year Ending June 30, 1891.

*Deductions from income, as follows, viz.:*

|  |                |
|--|----------------|
| Taxes on earnings and capital stock..... | \$13 76        |
| Taxes other than above.....              | 9 79           |
|  | <u>\$23 55</u> |

## Cost of Road and Equipment.

### ROAD.

|   |                     |
|---|---------------------|
| Total cost of road up to June 30, 1891..... | <u>\$130,369 79</u> |
|---|---------------------|

### EQUIPMENT.

Service furnished by the New York Central and Hudson River Railroad Company.

## Characteristics of Road, Equipment, Etc.

*Length of railway owned by company, as follows, viz.:*

|  | Miles.       |
|--|--------------|
| Single track, main line, from Jerome Park station to Jerome Park ..... | 1.08         |
| Sidings on main line and branches.....                                 | .587         |
| Total length of all tracks and sidings owned .....                     | <u>1.667</u> |

|                                 |                   |
|---------------------------------|-------------------|
| Weight of rail per yard .....   | 56 & 50 lbs.      |
| Gauge of track.....             | 4 ft. 8 1/4 in.   |
| Rate of fare per passenger..... | 10 cts. per trip. |

## Officers of the Company.

| Name.                 | Title.         | Official Address. |
|-----------------------|----------------|-------------------|
| WM. A. DUEB.....      | President..... | New York city.    |
| F. A. LOVECRAFT ..... | Secretary..... | New York city.    |
| THEO. MOSS .....      | Treasurer..... | New York city.    |

## Directors of the Company.

| Name.                 | Residence.     |
|-----------------------|----------------|
| WM. A. DUEB.....      | New York city. |
| JOHN HUNTER.....      | New York city. |
| O. F. BAUERDOBF.....  | New York city. |
| THEO. MOSS .....      | New York city. |
| F. A. LOVECRAFT ..... | New York city. |
| W. H. MOVICKAR .....  | New York city. |
| O. F. MARTIN .....    | New York city. |

Title of company, Jerome Park Railway Company.

General offices at 173 Fifth avenue, corner Twenty-second street, New York city.

For information as to this report, address F. A. Lovecraft, Secretary.

## JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

(Date of charter, November 12, 1873.)

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|                                    | No. of shares. | Total par value. |
|------------------------------------|----------------|------------------|
| Authorized by law or charter ..... | 500            | \$50,000         |
| Issued for actual cash .....       | 400            | \$40,000         |
| Issued for stock dividends .....   | 100            | 10,000           |
| Total now outstanding .....        | 500            | <u>\$50,000</u>  |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due. | INTEREST. |               | Amount outstanding. |
|----------------------|-----------|-----------|---------------|---------------------|
|                      |           | Rate.     | When payable. |                     |
| Bonds.....           | 1899      | p.c.<br>5 | January 1 ... | \$1,000             |

## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Roadbed, superstructure and rails .....            |  | \$39,377 57                        |
| Right of way .....                                 |  | 631 50                             |
| Real estate.....                                   |  | 8,839 77                           |
| Interest and discount charged to construction..... |  | 679 73                             |
| Total cost of road .....                           |  | \$44,428 57                        |
| EQUIPMENT.   |  |                                    |
| Horses .....                                       |  | \$2,352 54                         |
| Harness .....                                      |  | 227 30                             |
| Cars.....  |  | 2,746 00                           |
| Wagons, trucks, snow-plows, sleighs .....          |  | 400 00                             |
| Total cost of equipment.....                       |  | \$5,725 84                         |
| Grand total cost of road and equipment .....       |  | \$50,153 99                        |

## Income Account for Year Ending June 30, 1891.

|  |          |            |
|--|----------|------------|
| Gross earnings from operation .....                    |          | \$6,366 67 |
| Less operating expenses (excluding all taxes).....     |          | 5,653 19   |
| Net earnings from operation.....                       |          | \$733 48   |
| <i>Income from other sources, as follows, viz.:</i>    |          |            |
| Rent of road .....                                     |          | 1,739 00   |
| Miscellaneous .....                                    |          | 18 30      |
| Gross income from all sources.....                     |          | \$2,490 38 |
| <i>Deductions from income, as follows, viz.:</i>       |          |            |
| Taxes on property used in operation of road.....       | \$447 82 |            |
| Taxes on earnings and capital stock.....               | 147 83   |            |
| Interest on funded debt due and accrued.....           | 50 00    |            |
|  |          | 645 65     |
| Net income from all sources .....                      |          | \$1,844 73 |
| <i>Payments from income, as follows, viz.:</i>         |          |            |
| Dividends declared, 2½ per cent, on capital stock..... |          | 1,250 00   |
| Surplus for year ending June 30, 1891.....             |          | \$594 73   |

## General Income Account.

|   |          |
|---|----------|
| Surplus for year ending June 30, 1891 ..... | \$594 73 |
| Deficit up to June 30, 1890.....            | 30       |
| Total surplus June 30, 1891.....            | 564 73   |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                 |     |
|---------------------------|-----|
| From passengers.....      | \$2 |
| From packages.....        | 53  |
| Total gross earnings..... | 55  |

## OPERATING EXPENSES FROM DECEMBER 15, 1890.

|   |                   |
|---|-------------------|
| Repairs of roadbed and track.....                                   | \$95 37           |
| Repairs of buildings and fixtures.....                              | 8 92              |
| Repairs of cars and other vehicles.....                             | 806 42            |
| Repairs of harness and stable equipment.....                        | 82 17             |
| Horseshoeing.....   | 109 40            |
| Renewals of horses and mules.....                                   | 525 00            |
| Provender (excluding expense of grinding).....                      | 1,409 14          |
| Salaries of general officers and clerks.....                        | 385 00            |
| Wages of conductors and drivers on horse cars.....                  | 866 85            |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 613 10            |
| Light and fuel.....   | 35 45             |
| Water tax.....  | 35 00             |
| Legal expenses.....   | 449 78            |
| Advertising, printing and office expenses.....                      | 67 43             |
| Insurance.....  | 118 75            |
| Removal of snow and ice.....  | 63 95             |
| Contingencies.....  | 181 98            |
| <b>Total operating expenses.....</b>                                | <b>\$5,653 19</b> |

## General Balance Sheet June 30, 1891.

| ASSETS.                           |                    |
|-----------------------------------|--------------------|
| Cost of road.....                 | \$44,428 37        |
| Cost of equipment.....            | 5,725 62           |
| <i>Current assets as follows:</i> |                    |
| Cash on hand.....                 | 960 86             |
|                                   | <b>\$51,114 85</b> |
| LIABILITIES.                      |                    |
| Capital stock.....                | \$50,000 00        |
| Funded debt.....                  | 1,000 00           |
| Profit and loss (surplus).....    | 114 85             |
|                                   | <b>\$51,114 85</b> |

## Characteristics of Road, Equipment, Etc.

|  |               |
|--|---------------|
| <i>Length of railway owned by company, as follows:</i>             | Miles.        |
| Single track, main line, from Johnstown to Gloversville.....       | 4.08          |
| Single track, branch.....  | .0836         |
| <b>Total length of single track on main line and branches.....</b> | <b>4.1136</b> |
| Weight of rail per yard.....                                       | 26 lbs.       |
| Gauge of track.....  | 4 ft. 8½ in.  |
| Number of box cars.....  | 5             |
| Open cars.....   | 3             |
| Horses and mules.....  | 21            |
| Schedule time making trip one way.....                             | 40 minutes.   |
| Cars are run.....  | Hourly.       |
| Rate of fare per passenger.....                                    | 5 & 10 cents. |

## Salaries, Wages, Etc., of Officers and Employees.

|              | Annual salary. |
|--------------|----------------|
| Manager..... | \$840 00       |

## OTHER EMPLOYEES.

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Inductors.....   | 14                                       | \$1 43         |
| Drivers.....     | 14                                       | 1 43           |
| Watchmen.....    | 10                                       | 1 50           |
| Hostlers.....    | 14                                       | 1 47           |
| Stable boss..... |  | 1 70           |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| Name.                | Title.                            | Official Address.   |
|----------------------|-----------------------------------|---------------------|
| W. S. NORTHRUP ..... | President.....                    | Johnstown, N. Y.    |
| L. CATEN .....       | Secretary and Superintendent .... | Gloversville, N. Y. |
| H. W. POTTER .....   | Treasurer.....                    | Johnstown, N. Y.    |

## Directors of the Company.

| Name.                   | Residence.          |
|-------------------------|---------------------|
| JAMES YOUNGLOVE .....   | Johnstown, N. Y.    |
| H. W. POTTER .....      | Johnstown, N. Y.    |
| W. S. NORTHRUP .....    | Johnstown, N. Y.    |
| LEWIS VEGHTE .....      | Johnstown, N. Y.    |
| DAVID A. WELLS .....    | Johnstown, N. Y.    |
| MARTIN KENNEDY .....    | Johnstown, N. Y.    |
| JONATHAN RICKETTS ..... | Johnstown, N. Y.    |
| L. CATEN .....          | Gloversville, N. Y. |
| JOHN MCNOB .....        | Gloversville, N. Y. |
| C. W. JUDSON .....      | Gloversville, N. Y. |
| GEORGE C. BURR .....    | Gloversville, N. Y. |
| W. J. HEACOCK .....     | Gloversville, N. Y. |

Title of company, Johnstown, Gloversville and Kingsboro Horse Railroad Company.  
 General offices at Gloversville, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, first Tuesday in January.  
 For information as to this report, address L. Caten, Secretary.

## KINGSTON CITY.

(Date of charter, June 5, 1879.)

For history of organization, etc., see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|-----------------------------------|----------------|------------------|--------------------------------------|
| Authorized by law or charter..... | 500            | \$50,000         | .....                                |
| Issued for actual cash .....      | 39             | \$3,900          | \$3,900                              |
| Issued on reorganization.....     | 461            | 46,100           | 46,100                               |
| Total now outstanding.....        | 500            | \$50,000         | \$50,000                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.     | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------|---------------|-----------|---------------|---------------------|--------------------------------------|
|                            |               | Rate.     | When payable. |                     |                                      |
| First mortgage bonds ..... | June 12, 1909 | 5         | Jan. & July   | \$15,000            | 0                                    |
| Debenture bonds.....       | June 1, 1890  | 5         | June & Dec.   | 10,000              | 0                                    |
| Bond and mortgage .....    | On demand.    | 6         | Quarterly.    | 5,000               | 0                                    |
| Total .....                | .....         | ..        | .....         | \$31,000            | 0                                    |



## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Roadbed, superstructure and rails .....      |  | \$68,507 48                        |
| Real estate .....                            |  | 10,739 91                          |
| Buildings and fixtures .....                 |  | 607 72                             |
| Total cost of road .....                     |  | \$79,855 11                        |
| EQUIPMENT.                                   |  |                                    |
| Horses .....                                 |  | \$4,500 00                         |
| Harness .....                                |  | 328 87                             |
| Cars .....                                   |  | 4,000 00                           |
| Furniture and fixtures .....                 |  | 439 94                             |
| Wagons, trucks, snow-plows and sleighs ..... |  | 50 00                              |
| Total cost of equipment .....                |  | \$9,316 81                         |
| Grand total cost of road and equipment ..... |  | \$89,171 92                        |

## Income Account for Year Ending June 30, 1891.

|   |          |             |
|---|----------|-------------|
| Gross earnings from operation .....                   |          | \$29,996 63 |
| Less operating expenses (excluding all taxes) .....   |          | 22,729 40   |
| Net earnings from operation .....                     |          | \$7,267 23  |
| <i>Deductions from income, as follows, viz.:</i>      |          |             |
| Taxes on property used in operation of road .....     | \$594 59 |             |
| Taxes on earnings and capital stock .....             | 276 83   |             |
| Taxes other than above .....                          | 25 85    |             |
| Interest on funded debt due and accrued .....         | 1,910 00 |             |
|   |          | 2,806 77    |
| Net income from all sources .....                     |          | \$4,460 46  |
| <i>Payments from net income, as follows, viz.:</i>    |          |             |
| Dividends declared 10 per cent on capital stock ..... |          | 5,000 00    |
| Deficit for year ending June 30, 1891 .....           |          | \$539 54    |

## General Income Account.

|   |             |
|---|-------------|
| Deficit for year ending June 30, 1891 ..... | \$539 54    |
| Surplus up to June 30, 1890 .....           | 14,591 35   |
| Total surplus June 30, 1891 .....           | \$14,051 81 |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.  |          |             |
|--|----------|-------------|
| From passengers .....  |          | \$28,878 38 |
| From mails .....   |          | 1,118 25    |
| Total gross earnings .....   |          | \$29,996 63 |
| OPERATING EXPENSES.  |          |             |
| Repairs of roadbed and track .....                                   |          | \$163 59    |
| Repairs of buildings and fixtures .....                              |          | 662 63      |
| Repairs of cars and other vehicles .....                             |          | 841 90      |
| Repairs of harness and stable equipment .....                        |          | 328 88      |
| Horseshoeing .....   |          | 1,016 81    |
| Renewals of horses and mules .....                                   |          | 1,060 00    |
| Provender (including expense of grinding) .....                      |          | 5,811 11    |
| Salaries of general officers and clerks .....                        |          | 1,901 04    |
| Wages of conductors and drivers on horse cars .....                  |          | 4,842 90    |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... |          | 4,313 56    |
| Light and fuel .....   |          | 283 47      |
| Water tax .....  |          | 80 00       |
| Advertising, printing, and office expenses .....                     |          | 386 18      |
| Insurance .....  |          | 104 00      |
| Removal of snow and ice .....  |          | 511 74      |
| <i>Incidentals:</i>  |          |             |
| Veterinary expenses .....  | \$179 98 |             |
| Oil and waste .....  | 55 58    |             |
| Refrigeration .....  | 25 00    |             |
| Stable expenses .....  | 65 58    |             |
| Horse hire .....   | 107 00   |             |
|  |          | 493 09      |
| Operating expenses .....   |          | \$22,729 40 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.  |            |                    |
|--|------------|--------------------|
| Cost of road.....                              |            | \$79,835 11        |
| Cost of equipment .....                        |            | 9,316 11           |
| <i>Current assets, as follows :</i>            |            |                    |
| Cash on hand.....                              | \$7,215 21 |                    |
| Open accounts.....                             | 958 79     |                    |
| Supplies on hand.....                          | 18 43      |                    |
|  |            | 8,192 43           |
|  |            | <u>\$97,364 33</u> |
| LIABILITIES.                                   |            |                    |
| Capital stock.....                             |            | \$50,000 00        |
| Funded debt.....                               |            | 31,000 00          |
| <i>Current liabilities, as follows, viz. :</i> |            |                    |
| Interest on funded debt, due and accrued.....  | \$41 66    |                    |
| Open accounts.....                             | 2,270 88   |                    |
|  |            | 2,312 54           |
| Profit and loss, (surplus).....                |            | 14,051 79          |
|  |            | <u>\$97,364 33</u> |

## Characteristics of Road, Equipment, Etc.

|  |   |              |
|--|---|--------------|
| <i>Length of railway owned by company, as follows :</i>            |   | Miles        |
| Single track, main line, from Rondout to Kingston.....             |   | 2.77         |
| Sidings on main line and branches.....                             |   | .3           |
| Total length of all tracks and sidings owned.....                  |   | <u>2.97</u>  |
| Weight of rail per yard.....                                       |   | 40 lbs.      |
| Gauge of track .....   |   | 4 ft. 8½ in. |
| Number of box cars, not motors.....                                |   | 4            |
| Horses and mules.....  |   | 4            |
| Schedule time making trip one way.....                             |   | 30 min.      |
| Cars are run.....  | { 6 A. M. to 10 A. M. every 20 min.<br>{ 10 A. M. to 8 P. M. every 10 min.<br>{ 8 P. M. to 10 P. M. every 20 min. |              |
| Rate of fare per passenger:  |   |              |
| Through fare .....   |   | 10 cents     |
| Way fare .....   |   | 5 cents      |
| Number of passengers carried in cars during year (estimated).....  |   | 444,332      |
| Average number of employees (including officials) during year..... |   | 2            |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.   |  | Annual salary |
|------------------------|--|---------------|
| General officers ..... |  | \$1,901 00    |

## OTHER EMPLOYEES.

|                    | Average number of hours on duty per day. | Wages per day. |
|--------------------|--|----------------|
| Drivers.....       | 10½                                      | \$1 40         |
| Watchmen .....     | 10                                       | 1 40           |
| Car cleaners ..... | 10                                       | 1 40           |
| Roadmen, etc.....  | 10                                       | 1 35           |
| Hostlers.....      | 12                                       | 1 35           |
| Blacksmith .....   | 10                                       | 1 35           |

## Officers of the Company.

| Name.                  | Title.                       | Official Aca. |
|------------------------|------------------------------|---------------|
| JAMES G. LINDSLEY..... | President.....               | Rondout. }    |
| P. E. SCHOONMAKER..... | Secretary and Treasurer..... | Rondout. }    |
| E. S. HEWITT.....      | Superintendent, acting ..... | Rondout.      |

# KINGSTON CITY.

817

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i> |
|------------------------|-------------------|
| JAMES G. LINDSLEY..... | Rondout, N. Y.    |
| S. D. COYKENDALL.....  | Rondout, N. Y.    |
| GEORGE COYKENDALL..... | Rondout, N. Y.    |
| ALVA S. STAPLES.....   | Rondout, N. Y.    |
| EDWIN SHERER.....      | Rondout, N. Y.    |
| M. J. MADDEN.....      | Rondout, N. Y.    |
| A. A. OROSBY.....      | Rondout, N. Y.    |
| MYRON TELLER.....      | Kingston, N. Y.   |

Title of company, Kingston City Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

For information as to this report, address S. D. Coykendall, Vice-President.

## LANSINGBURGH AND COHOES.

LESSOR.

LESSEE—TROY AND LANSINGBURGH.

(Date of charter, March 8, 1880.)

### Capital Stock.

|   | No. of shares. | Total<br>par value. |
|---|----------------|---------------------|
| Authorized by law or charter, issued for actual cash on<br>account of construction and now outstanding..... | 300            | \$15,000 00         |

### Cost of Road.

|  |             |
|--|-------------|
| Total cost of road up to June 30, 1891 ..... | \$15,000 00 |
|--|-------------|

### Income Account for Year Ending June 30, 1891.

*Income from all sources, as follows, viz.:*

|                       |            |
|-----------------------|------------|
| Rent of railroad..... | \$1,050 00 |
|-----------------------|------------|

*Payments from net income, as follows, viz.:*

|   |          |
|---|----------|
| Dividends declared 7 per cent on capital stock..... | 1,050 00 |
|---|----------|

### General Balance Sheet June 30, 1891.

#### ASSETS.

|                   |             |
|-------------------|-------------|
| Cost of road..... | \$15,000 00 |
|-------------------|-------------|

#### LIABILITIES.

|                    |           |
|--------------------|-----------|
| Capital stock..... | 15,000 00 |
|--------------------|-----------|

## Officers of the Company.

| <i>Name.</i>      | <i>Title.</i>                | <i>Official Address.</i> |
|-------------------|------------------------------|--------------------------|
| WILLIAM KEMP..... | Vice-President.....          | Troy, N. Y.              |
| V. J. HAGEN.....  | Secretary and Treasurer..... | Troy, N. Y.              |

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i>   |
|------------------------|---------------------|
| WILLIAM KEMP.....      | Troy, N. Y.         |
| WES G. CLARK.....      | Troy, N. Y.         |
| EVI SMITH.....         | Troy, N. Y.         |
| HARLES OLEMINSHAW..... | Troy, N. Y.         |
| W. A. FREEBLE.....     | Lansingburgh, N. Y. |
| VAN SCHOONHOVEN.....   | Lansingburgh, N. Y. |
| H. DAUCHY.....         | Lansingburgh, N. Y. |
| JOSEPH CAMPBELL.....   | Cohoes, N. Y.       |

Title of company, Lansingburgh and Cohoes Railroad Company.  
 General offices at Troy, N. Y.  
 Date of close of fiscal year, June 30.  
 For information as to this report, address J. J. Hagen, Treasurer.

**LARCHMONT.**

(Date of charter, February 7, 1888.)

For history of organization, see Report of 1890.

**Capital Stock.**

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 250            | \$25,000            | \$25,000                                   |

**Cost of Road and Equipment.**

|  | <b>ROAD.</b>      | <b>Total cost up to<br/>June 30, 1891.</b> |
|--|-------------------|--|
| Roadbed, superstructure and rails .....      |                   | \$10,500 00                                |
| Right of way .....                           |                   | 4,000 00                                   |
| Real estate .....                            |                   | 5,500 00                                   |
| Total cost of road .....                     |                   | \$20,000 00                                |
|  | <b>EQUIPMENT.</b> |  |
| Horses .....                                 |                   | \$1,500 00                                 |
| Harness .....                                |                   | 125 00                                     |
| Cars .....                                   |                   | 3,000 00                                   |
| Wagons, trucks, snow-plows, sleighs .....    |                   | 375 00                                     |
| Total cost of equipment .....                |                   | \$5,000 00                                 |
| Grand total cost of road and equipment ..... |                   | \$25,000 00                                |

**Income Account for Year Ending June 30, 1891.**

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$3,319 00 |
| Less operating expenses (excluding all taxes) ..... | 3,021 75   |
| Net earnings from operation .....                   | \$297 25   |
| Income from other sources, as follows, viz.:        |            |
| Car panel advertising .....                         | 20 00      |
| Gross income from all sources .....                 | \$317 25   |
| Deductions from income, as follows, viz.:           |            |
| Taxes on property used in operation of road .....   | \$106 25   |
| Taxes on earnings and capital stock .....           | 51 65      |
|   | 157 90     |
| Surplus for year ending June 30, 1891 .....         | \$159 35   |

**General Income Account.**

|   |           |
|---|-----------|
| Surplus for year ending June 30, 1891 ..... | \$ 159 35 |
| Surplus up to June 30, 1890 .....           | \$ 5 17   |
| Total surplus June 30, 1891 .....           | \$ 164 52 |

**Analysis of Gross Earnings and Operating Expenses.**

|                       | <b>EARNINGS.</b> |  |
|-----------------------|------------------|--|
| From passengers ..... | \$ 1 42          |  |

## OPERATING EXPENSES.

|  |                   |
|--|-------------------|
| Repairs of roadbed and track.....                  | \$360 00          |
| Repairs of harness and equipment.....              | 50 00             |
| Horseshoeing.....                                  | 144 00            |
| Renewals of harness.....                           | 375 00            |
| Provender (including expense of grinding).....     | 1,080 00          |
| Wages of conductors and drivers on horse-cars..... | 983 00            |
| Light and fuel.....                                | 20 00             |
| Insurance.....                                     | 9 87              |
| <b>Total operating expenses .....</b>              | <b>\$3,021 87</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$20,000 00        |
| Cost of equipment.....                   | 5,000 00           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | 234 80             |
| Supplies on hand.....                    | 500 00             |
|  | <b>\$25,734 80</b> |

## LIABILITIES.

|                                |                    |
|--------------------------------|--------------------|
| Capital stock .....            | \$25,000 00        |
| Profit and loss (surplus)..... | 734 80             |
|                                | <b>\$25,734 80</b> |

## Characteristics of Road, Equipment, Etc.

*Length of railway owned by company, as follows:*

|  |   |
|--|---|
| Single track, main line, from railroad depot to Larchmont manor, miles.. | 1½  |
| Weight of rail, per yard.....  | 25 & 33 lbs.                              |
| Gauge of track.....  | 4 ft. 8½ in.                              |
| Number of box cars.....  | 3   |
| Horses and mules.....  | 8   |
| Schedule time making trip one way.....                                   | 15 minutes.                               |
| Cars run.....  | Each half-hour from 7 A. M. to 7.30 P. M. |
| Number of passengers carried in cars during year.....                    | 66,888                                    |
| Average number of employees (including officials) during year.....       | 3   |

## Wages, Etc., of Employees.

|                  | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|------------------|---|-------------------|
| Conductors ..... | 10  | \$1 25            |
| Drivers.....     | 10  | 1 75              |
| Roadmen.....     | 10  | 1 50              |

## Officers of the Company.

| <i>Name.</i>          | <i>Title.</i>                      | <i>Official Address.</i> |
|-----------------------|------------------------------------|--------------------------|
| CHARLES H. MURRAY.... | President.....                     | Larchmont, N. Y.         |
| W. H. CAMPBELL .....  | Secretary, Treasurer and Supt..... | Larchmont, N. Y.         |

## Directors of the Company.

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| CHARLES H. MURRAY ..... | Larchmont, N. Y.  |
| WM MURRAY .....         | Larchmont, N. Y.  |
| W. H. CAMPBELL .....    | Larchmont, N. Y.  |
| HELENA FLINT .....      | Larchmont, N. Y.  |
| JULIA W. SOUTHWICK..... | Larchmont, N. Y.  |
| EDWARD E. FLINT .....   | Chicago, Ill.     |
| THOMAS H. FRENCH .....  | New York city.    |

Title of company, Larchmont Horse Railway Company.

General offices at Larchmont, N. Y.

Date of close of fiscal year, second Tuesday in January.

Date of stockholders' annual meeting, second Tuesday in January.

For information as to this report, address W. H. Campbell, Secretary.

## LOCKPORT.

(Date of charter, October 6, 1885.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 350            | \$35,000            | \$32,351 11                                |

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---------------------------|--------------|-----------|------------------|-----------------------------|--|
|                           |              | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds..... | Oct. 1, 1906 | p.c.<br>5 | Apr. 1 & Oct. 1  | \$25,000                    | \$25,000   |

## Cost of Road and Equipment.

| ROAD.                                  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1890. | Total cost<br>up to June<br>30, 1891. |
|--|--|---------------------------------------|
| Roadbed, superstructure and rails..... | .....  | \$4,517 00                            |
| Buildings and fixtures .....           | .....  | 2,641 28                              |
| Road built by contract .....           | .....  | 25,000 00                             |
| Total cost of road.....                | .....  | \$32,158 28                           |

## EQUIPMENT.

|   |             |            |
|---|-------------|------------|
| Horses .....                                | *\$2,865 00 | \$1,751 35 |
| Harness.....                                | *71 00      | 45 25      |
| Cars .....                                  | .....       | 6,334 41   |
| Heaters .....                               | .....       | 152 00     |
| Wagons, trucks, snow-plows, sleighs.....    | .....       | 367 05     |
| Total cost of equipment.....                | *\$2,936 00 | \$8,640 06 |
| Grand total cost of road and equipment..... | \$2,936 00  | \$4, 3     |

## Income Account for Six Months Ending December 31, 1890.

|  |        |
|--|--------|
| Gross earnings from operation .....                          | \$4, 4 |
| Less operating expenses (excluding all taxes), one year..... | 7, 5   |
| Net loss from operation .....                                | \$3, 4 |

\* Decrease.

*Income from other sources, as follows, viz.:*

|   |            |                   |
|---|------------|-------------------|
| Sub rents.....                                      | \$107 50   |                   |
| Sale of manure, old iron, etc.....                  | 98 09      |                   |
| Insurance rebate.....                               | 12 15      |                   |
|   |            | <u>\$212 74</u>   |
| Gross loss from all sources.....                    |            | \$2,890 30        |
| <i>Deductions from income, as follows, viz.:</i>    |            |                   |
| Taxes on property used in operation of road.....    | \$42 47    |                   |
| Taxes on earnings and capital stock.....            | 55 61      |                   |
| Taxes other than above, Railroad Commissioners..... | 14 50      |                   |
|   |            | <u>112 58</u>     |
| Interest on funded debt due and accrued.....        | \$1,260 00 |                   |
| Interest and discount.....                          | 174 25     |                   |
|   |            | <u>1,434 24</u>   |
| Conductors' belts redeemed.....                     |            | 16 00             |
| Deficit for year ending June 30, 1891.....          |            | <u>\$4,443 12</u> |

**General Income Account.**

|   |             |                    |
|---|-------------|--------------------|
| Deficit for year ending June 30, 1891.....    |             | \$4,443 12         |
| Deficit up to June 30, 1890, as reported..... | \$18,444 01 |                    |
| <i>Items omitted in 1890 Report:</i>          |             |                    |
| Tax on earnings to June 30, 1890.....         | 46 29       |                    |
| Railroad Commission tax.....                  | 10 67       |                    |
| Depreciation in horses.....                   | 1,097 75    |                    |
|   |             | <u>19,598 72</u>   |
| Total deficit June 30, 1891.....              |             | <u>\$24,041 84</u> |

**Analysis of Gross Earnings and Operating Expenses.**

**EARNINGS.**

|                      |                   |
|----------------------|-------------------|
| From passengers..... | <u>\$4,447 84</u> |
|----------------------|-------------------|

**OPERATING EXPENSES.**

|   |                   |
|---|-------------------|
| Repairs of roadbed and track.....                                   | \$88 51           |
| Repairs of cars and other vehicles.....                             | 92 15             |
| Repairs of harness and stable equipment.....                        | 83 38             |
| Horseshoeing.....   | 240 00            |
| Provender (including expense of grinding).....                      | 1,986 53          |
| Salaries of general officers and clerks.....                        | 606 75            |
| Wages of conductors and drivers on horse cars.....                  | 2,389 11          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,243 13          |
| Light and fuel.....   | 71 29             |
| Water tax.....  | 10 50             |
| Advertising, printing and office expenses.....                      | 25 97             |
| Insurance.....  | 312 25            |
| Contingencies.....  | 450 81            |
| Total operating expenses.....                                       | <u>\$7,550 38</u> |

**General Balance Sheet, June 30, 1891.**

**ASSETS.**

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$82,158 77        |
| Cost of equipment.....                   | 8,640 06           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | \$74 17            |
| Bills receivable.....                    | 550 00             |
|  | <u>624 17</u>      |
| Profit and loss (deficiency).....        | 24,041 84          |
|  | <u>\$65,464 84</u> |

**LIABILITIES.**

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$22,251 21        |
| Funded debt.....                              | 25,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Interest on funded debt.....                  | 937 50             |
| Bills payable.....                            | 17,048 77          |
| Open accounts.....                            | 227 86             |
|   | <u>\$65,464 84</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Characteristics of Road, Equipment, Etc.

|  |              |        |
|--|--------------|--------|
| <i>Length of railway owned by company, as follows:</i>               |              | Miles. |
| Single track, main line, from Vine street to Caledonia street.....   | 1.57         |        |
| Single track, branch, from Vine street to Willow street .....        | 1.53         |        |
| Single track, branch, from Locust street to barn .....               | .67          |        |
| Total length of single track on main line and branches.....          | 3.77         |        |
| Sidings on main line and branches.....                               | .51          |        |
| Total length of all tracks and sidings owned.....                    | 3.5          |        |
| Weight of rail per yard .....  | 42 lbs.      |        |
| Gauge of track .....   | 4 ft. 8½ in. |        |
| Number of box cars .....   | 8            |        |
| Horses and mules.....  | 12           |        |
| Number of passengers carried in cars during year.....                | 39,94        |        |
| Average number of employees (including officials), during year ..... | 17           |        |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICER.            | Annual salary. |
|---------------------|----------------|
| Superintendent..... | \$900 00       |

## OTHER EMPLOYEES.

|                              | Average number of hours on duty per day. | Wages per day. |
|------------------------------|--|----------------|
| Conductors and drivers ..... | 12                                       | \$1 25         |
| Hostlers .....               | 12                                       | 1 25           |

## Officers of the Company.

| Name.           | Title.                       | Official Address. |
|-----------------|------------------------------|-------------------|
| JOHN HODGE..... | President and Treasurer..... | Lockport, N. Y.   |

Title of company, Lockport Street Railroad Company.

General offices at Lockport, N. Y.

For information as to this report, address John Hodge, President.

## LONG ISLAND CITY AND NEWTOWN.

(Date of charter, May, 1883.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Tot par va |
|--|----------------|------------|
| Authorized by law or charter .....     | 3,000          | \$15 00    |
| Issued for actual cash.....            | 2,000          | \$10 00    |
| Issued on account of construction..... | 1,000          | 5 00       |
| Total now outstanding.....             | 3,000          | \$15 00    |



## FUNDED DEBT.

| DESIGNATION OF LIEN.   | When due. | INTEREST. |                 | Amount outstanding. |
|--|-----------|-----------|-----------------|---------------------|
|  |           | Rate.     | When payable.   |                     |
| Construction and redemption of bonds of Calvary Cemetery railroad..... | 1905      | p.c. 6    | Semi-annually.. | \$100,000           |
| Extension of present road.....   | 1905      | 6         | Semi-annually.. | 100,000             |
| Total.....   |           |           |                 | \$200,000           |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost up to June 30, 1891. |
|---|--|---------------------------------|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$7,368 65   | \$157,368 65                    |
| Electric appliances pertaining to road and superstructure .....   | 20,664 95  | 20,664 95                       |
| Total cost of road .....  | \$28,033 60  | \$178,033 60                    |
| EQUIPMENT.  |  |                                 |
| Horses .....  | \$100 00   | \$600 00                        |
| Harness .....   | 259 00   | 384 00                          |
| Motor cars and fixtures .....   | 1,800 00   | 1,800 00                        |
| Wagons, trucks, snow-plows, sleighs .....   | 65 00  | 165 00                          |
| Total cost of equipment .....   | \$2,224 00   | \$2,949 00                      |
| Grand total cost of road and equipment .....  | \$30,257 60  | \$180,982 60                    |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$23,186 85 |
| Less operating expenses (excluding all taxes) ..... | 16,630 96   |
| Net earnings from operation .....                   | \$6,555 99  |
| Income from other sources, as follows, viz.:        |             |
| Rent from real estate .....                         | 1,500 00    |
| Gross income from all sources .....                 | \$8,055 99  |
| Deductions from income, as follows, viz.:           |             |
| Taxes on property used in operation of road .....   | \$300 00    |
| Taxes on earnings and capital stock .....           | 21 79       |
| Taxes other than above .....                        | 200 00      |
| Interest on funded debt due and accrued .....       | 12,000 00   |
| Repairs .....                                       | 800 00      |
|   | 12,821 79   |
| Deficit for year ending June 30, 1891 .....         | \$4,765 89  |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.            |             |
|----------------------|-------------|
| 1 n passengers ..... | \$23,186 85 |

## OPERATING EXPENSES.

|   |                    |
|---|--------------------|
| Repairs of roadbed and track operated by horses .....                           | \$327 74           |
| Repairs of buildings and fixtures exclusively used for mechanical power.....    | 260 74             |
| Repairs of all other buildings and fixtures.....                                | 103 26             |
| Repairs of cars (not motors) and other vehicles.....                            | 453 21             |
| Repairs of motor cars and fixtures.....   | 116 04             |
| Repairs of harness and stable equipment.....                                    | 143 75             |
| Horseshoeing.....   | 750 00             |
| Provender (including expense of grinding).....                                  | 4,500 21           |
| Salaries of general officers and clerks.....                                    | 860 00             |
| Wages of conductors and drivers on horse cars.....                              | 5,805 25           |
| Wages of conductors and motor men on cars propelled by mechanical traction..... | 600 00             |
| Wages of engineer, firemen and all others employed at power-house.....          | 116 00             |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....             | 1,387 00           |
| Light and fuel, other than at power-house.....                                  | 126 19             |
| Fuel, light and other supplies used at power-house.....                         | 330 11             |
| Water tax.....  | 54 00              |
| Advertising, printing and office expenses.....                                  | 390 00             |
| Insurance.....  | 65 00              |
| <b>Total operating expenses .....</b>   | <b>\$16,630 25</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |                     |
|---|---------------------|
| Cost of road.....                       | \$178,083 25        |
| Cost of equipment.....                  | 2,942 00            |
| <i>Current assets as follows, viz.:</i> |                     |
| Cash on hand.....                       | 7,124 45            |
| Supplies on hand.....                   | 410 00              |
| Sundries.....                           | 164,843 75          |
| Profit and loss (deficiency).....       | 4,705 30            |
|   | <b>\$358,167 00</b> |

## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock.....                            | \$150,000 00        |
| Funded debt.....                              | 200,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt.....                  | 6,000 00            |
| Bills payable.....                            | 1,172 25            |
| Open accounts.....                            | 564 75              |
| Sundries.....                                 | 150 00              |
|   | <b>\$358,167 00</b> |

## Characteristics of Road, Equipment, Etc.

|  |                 |             |
|--|-----------------|-------------|
| <i>Length of railway owned by company, as follows:</i>   |                 | Miles       |
| Single track, main line, from Thirty-fourth Street ferry, Long Island City, to Lutheran cemetery, in town of Newtown ..... |                 | 4.50        |
| Second track on main line .....  |                 | 2.50        |
| Sidings on main line and branches.....   |                 | .25         |
| <b>Total length of all tracks and sidings owned .....</b>  |                 | <b>7.25</b> |
| Weight of rail per yard.....   | 60 and 45 lbs.  |             |
| Gauge of track.....  | 4 ft. 8 1/2 in. |             |
| Number of box cars, not motors.....  | 1               |             |
| Open cars, not motors.....   | 16              |             |
| Horses.....  | 4               |             |
| Number of motor cars.....  | 5               |             |
| Schedule time making trip one way.....   | ~ in.           |             |
| Cars are run.....  | Every 10 in.    |             |
| Rate of fare per passenger.....  | 5 and 10 cts.   |             |
| Number of passengers carried in cars during year.....  | 35              | 720         |
| Average number of employees (including officials) during year.....   |                 | 25          |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS AND CLERKS.

|              |           |    |
|--------------|-----------|----|
| Clerks ..... | Annual .. | 7. |
|--------------|-----------|----|

## OTHER EMPLOYEES.

|                           | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|---------------------------|---|-------------------|
| Conductors .....          | 12  | \$2 00            |
| Drivers or motor men..... | 12  | 2 00              |
| Watchmen .....            | 12  | 2 00              |
| Roadmen.....              | 10  | \$1 50 and 1 75   |
| Hostlers.....             | 10  | 1 50 and 1 75     |
| Pavers.....               | 10  | 4 00              |
| Electrician.....          | 12  | 4 00 and 5 00     |
| Painter.....              | 10  | 2 50              |
| Carpenter.....            | 10  | 2 00              |
| Linemen .....             | 10  | 2 50              |

## Officers of the Company.

| Name.                   | Title.         | Official Address.       |
|-------------------------|----------------|-------------------------|
| PATRICK J. GLEASON..... | President..... | Long Island City, N. Y. |
| THOMAS P. BURKE.....    | Secretary..... | Long Island City, N. Y. |

## Directors of the Company.

| Name.                   | Residence.              |
|-------------------------|-------------------------|
| PATRICK J. GLEASON..... | Long Island City, N. Y. |
| MICHAEL CONWAY.....     | Long Island City, N. Y. |
| JAMES W. LAMB.....      | Long Island City, N. Y. |
| THOMAS KAVANAGH.....    | Long Island City, N. Y. |
| HUGH MCLEARNNEY.....    | Long Island City, N. Y. |
| THOMAS P. BURKE.....    | Long Island City, N. Y. |
| JAMES H. CHRISTIAN..... | Brooklyn, N. Y.         |

Title of company, Long Island City and Newtown Railroad Company.

General offices at 112 Front street, Long Island City, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders annual meeting, first Monday in June.

For information as to this report, address Patrick J. Gleason, Long Island City, N. Y.

## MAPLE AVENUE (Elmira).

LESSOR.

LESSEE—ELMIRA AND HORSEHEADS.

(Date of charter, May 16, 1887.)

No report filed for year ending June 30, 1891.

Operation of the road included in report of Elmira and Horseheads, *ante*.—R. R. Commissioners.

## MOHAWK AND ILION.

(Date of charter, April 12, 1870.)

## Capital Stock.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter, issued for<br>tural cash and now outstanding..... | 600            | \$15,000            | \$15,000                                   |

## Cost of Road and Equipment.

|  | ROAD.      | Total cost up to<br>June 30, 1891. |
|--|------------|------------------------------------|
| Roadbed, superstructure and rails .....      |            | \$12,500 00                        |
| Real estate .....                            |            | 2,000 00                           |
| Total cost of road .....                     |            | \$14,500 00                        |
|  | EQUIPMENT. |                                    |
| Cars .....                                   |            | 3,300 00                           |
| Grand total cost of road and equipment ..... |            | \$17,800 00                        |

## Income Account for Year Ending June 30, 1891.

|  |          |            |
|--|----------|------------|
| Gross earnings from operation .....                    |          | \$6,504 82 |
| Less operating expenses (excluding all taxes) .....    |          | 3,386 72   |
| Net earnings from operation .....                      |          | \$3,118 10 |
| <i>Income from other sources, as follows, viz.:</i>    |          |            |
| Rents .....  |          | 50 00      |
| Gross income from all sources .....                    |          | \$3,168 10 |
| <i>Deductions from income, as follows, viz.:</i>       |          |            |
| Taxes on property used in operation of road .....      | \$161 91 |            |
| Taxes on earnings and capital stock .....              | 126 01   |            |
|  |          | 287 92     |
| Net income from all sources .....                      |          | \$2,900 18 |
| <i>Payments from net income, as follows, viz.:</i>     |          |            |
| Dividends declared, 16 per cent on capital stock ..... |          | 2,400 00   |
| Surplus for year ending June 30, 1891 .....            |          | \$500 18   |

## General Income Account.

|   |            |
|---|------------|
| Surplus for year ending June 30, 1891 ..... | \$500 18   |
| Surplus up to June 30, 1890 .....           | 3,916 44   |
| Total surplus June 30, 1891 .....           | \$4,416 62 |

## Analysis of Gross Earnings and Operating Expenses.

|                            | EARNINGS.  |
|----------------------------|------------|
| From passengers .....      | \$6,414 82 |
| From express .....         | 89 96      |
| Total gross earnings ..... | \$6,504 78 |

## OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of roadbed and track .....                  | \$92 73    |
| Repairs of cars and other vehicles .....            | 260 35     |
| Salaries of general officers and clerks .....       | 350 00     |
| Wages of conductors and drivers on horse cars ..... | 640 00     |
| Light and fuel .....                                | 27 38      |
| Water tax .....                                     | 75         |
| Damages to persons and property .....               | 3 25       |
| Advertising, printing, and office expenses .....    | 8 80       |
| Insurance .....                                     | 16 60      |
| Removal of snow and ice .....                       | 173 00     |
| Contingencies .....                                 | 81 00      |
| Towing cars by contract .....                       | 1,773 00   |
| Total operating expenses .....                      | \$3,386 72 |

## General Balance Sheet, June 30, 1891.

|   | ASSETS.     |
|---|-------------|
| Cost of road .....                                    | \$14,500 00 |
| Cost of equipment .....                               | 3,300 00    |
| <i>Other permanent investments, as follows, viz.:</i> |             |
| Real estate .....                                     | 0 00        |

**Current assets, as follows, viz.:**

|                        |            |                    |
|------------------------|------------|--------------------|
| Cash on hand .....     | \$1,024 84 |                    |
| Bills receivable ..... | 591 71     | \$1,616 55         |
|                        |            | <u>\$19,416 55</u> |

**LIABILITIES.**

|                                 |             |                    |
|---------------------------------|-------------|--------------------|
| Capital stock .....             | \$15,000 00 |                    |
| Profit and loss (surplus) ..... | 4,416 55    |                    |
|                                 |             | <u>\$19,416 55</u> |

**Characteristics of Road, Equipment, Etc.**
**Length of railway owned by company, as follows:**

|  |  |
|--|--|
| Single track, main line, from Mohawk to Ilion .....    | 1.75 miles.                                    |
| Weight of rail per yard .....                          | 80 lbs.  |
| Gauge of track .....                                   | 4 ft. 8½ in.                                   |
| Number of box cars .....                               | 3  |
| Open car .....   | 1  |
| Schedule time making trip one way .....                | 12 min.  |
| Cars run .....   | About every hour from 6.40 A. M. to 9.30 P. M. |
| Rate of fare per passenger .....                       | 5 cents cash; tickets, 12 for 50 cents.        |
| Number of passengers carried in cars during year ..... | 135,373  |

**Salaries, Wages, Etc., of Officers and Employees.**
**OFFICERS AND CLERKS.**

|                 | Annual salary. |
|-----------------|----------------|
| Secretary ..... | \$150 00       |
| Treasurer ..... | 150 00         |

**OTHER EMPLOYEES.**

|                 | Average number of hours on duty per day. | Wages per day. |
|-----------------|--|----------------|
| Conductor ..... | 15                                       | \$2 00         |

**Officers of the Company.**

| Name.                 | Title.          | Official Address. |
|-----------------------|-----------------|-------------------|
| J. B. RAFTER .....    | President ..... | Mohawk, N. Y.     |
| H. D. ALEXANDER ..... | Secretary ..... | Mohawk, N. Y.     |
| R. M. DEVENDORF ..... | Treasurer ..... | Mohawk, N. Y.     |

**Directors of the Company.**

| Name.                 | Residence.    |
|-----------------------|---------------|
| J. B. RAFTER .....    | Mohawk, N. Y. |
| O. W. CARPENTER ..... | Ilion, N. Y.  |
| L. L. LOWELL .....    | Mohawk, N. Y. |
| H. D. ALEXANDER ..... | Mohawk, N. Y. |
| R. M. DEVENDORF ..... | Mohawk, N. Y. |
| JACOB DEVENDORF ..... | Mohawk, N. Y. |
| O. W. BRONSON .....   | Mohawk, N. Y. |

Title of company, Mohawk and Ilion Horse Railroad Company.

General offices at Mohawk, N. Y.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, first Tuesday in June.

For information as to this report, address J. B. Rafter, President.

**MOUNT VERNON AND EAST CHESTER.**

(Date of charter November 14, 1887.)

## NEWBURGH.

(Date of charter, January 13, 1886.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding |
|--|----------------|---------------------|---|
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 400            | \$40,000            | \$40.00                                   |

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | When due.     | INTEREST. |                  | Amount<br>outstanding |
|-----------------------------|---------------|-----------|------------------|-----------------------|
|                             |               | Rate.     | When<br>payable. |                       |
| *First mortgage bonds.....  | Feb. 1, 1917  | p.c.      | Feb. 1, Aug. 1   | \$100.00              |
| †Second mortgage bonds..... | March 1, 1901 | 4         | Mar. 1, Sept. 1  | 50.00                 |

## Cost of Road and Equipment.

|  |             |
|--|-------------|
| Cost of road and equipment up to September 30, 1887; constructed and furnished under contract, and paid for by the issue of \$40,000 stock and \$40,000 first mortgage bonds.....  | \$80,000 *  |
| Cost of additional road and equipment up to September 30, 1888, including two miles of road and new stable, constructed and furnished under contract and paid for by issue of additional first mortgage bonds.....   | 60,000 *    |
| Cost of additional road and equipment for year ending September 30, 1889, including fifty feet of track, twelve additional horses, payment of principal and interest of mortgage of \$10,000 on stable property which existed at time of purchase and payment of various items not provided for in contract, all paid for in cash..... | 24,822 *    |
| One horse purchased in year ending June 30, 1891.....  | 100 *       |
| Two open cars purchased in year ending June 30, 1891.....  | 1,000 *     |
| Total cost of road and equipment.....  | \$165,822 * |

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation.....                 | \$32,574 * |
| Less operating expenses (excluding all taxes)..... | 22,886 *   |
| Net loss from operation.....                       | \$322 *    |
| <i>Deductions from income, as follows, viz.:</i>   |            |
| Taxes on property used in operation of road.....   | \$468 37   |
| Interest on funded debt due and accrued.....       | 6,000 00   |
| Interest on current indebtedness.....              | 1,580 45   |
|  | 8,048 82   |
| Deficit for year ending June 30, 1891.....         | \$8,370 82 |

## General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$8,370 82 |
| Deficit up to June 30, 1890.....           | 19,653 *   |
| Total deficit June 30, 1891.....           | \$27,994 * |

\* Issued for construction and equipment.    † Issued for floating indebtedness of the company.

# NEWBURGH.

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## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                                  |                    |
|----------------------------------|--------------------|
| From passengers.....             | \$22,491 50        |
| Advertising in cars.....         | 83 00              |
| <b>Total gross earnings.....</b> | <b>\$22,574 50</b> |

### OPERATING EXPENSES.

|   |                    |
|---|--------------------|
| Repairs of roadbed and track.....                                   | \$554 96           |
| Repairs of buildings and fixtures .....                             | 623 30             |
| Repairs of cars and other vehicles .....                            | 651 80             |
| Repairs of harness and stable equipment .....                       | 485 09             |
| Horseshoeing .....  | 858 35             |
| Renewals of horses and mules.....                                   | 335 00             |
| Provender (including expense of grinding).....                      | 6,535 05           |
| Salaries of general officers and clerks .....                       | 1,851 99           |
| Wages of conductors and drivers on horse cars .....                 | 5,229 78           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 4,048 20           |
| Light and fuel .....  | 232 88             |
| Water tax .....   | 89 25              |
| Damages to persons and property .....                               | 83 50              |
| Advertising, printing, and office expenses.....                     | \$77 80            |
| Insurance .....   | 421 17             |
| Removal of snow and ice .....                                       | 352 68             |
| Contingencies.....  | 177 08             |
| <b>Total operating expenses.....</b>                                | <b>\$22,856 88</b> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |                     |
|--|---------------------|
| Cost of road and equipment.....          | \$165,552 08        |
| <i>Current assets, as follows, viz.:</i> |                     |
| Cash on hand .....                       | 151 96              |
| Open accounts .....                      | 1,286 68            |
| Supplies on hand .....                   | 295 20              |
| Profit and loss (deficiency).....        | 27,984 87           |
|  | <b>\$195,270 66</b> |

### LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....   | \$40,000 00         |
| Funded debt .....   | 150,000 00          |
| <i>Current liabilities, as follows, viz.:</i>                 |                     |
| Interest on funded debt due and accrued, coupon interest..... | 2,500 00            |
| Bills payable.....  | 1,000 00            |
| Open accounts .....   | 1,770 66            |
|   | <b>\$195,270 66</b> |

## Characteristics of Road, Equipment, Etc.

|   |                 |
|---|-----------------|
| <i>Length of railway owned by company, as follows, viz.:</i>        | Miles.          |
| Single track, main line .....                                       | 3.90            |
| Single track, branch .....  | .91             |
| <b>Total length of single track on main line and branches.....</b>  | <b>4.81</b>     |
| Weight of rail per yard .....                                       | 36 lbs.         |
| Gauge of track .....  | 4 ft. 8 1/2 in. |
| Number of box cars .....  | 11              |
| Open cars .....   | 2               |
| Horses and mules.....   | 52              |
| Schedule time making trip one way.....                              | 35 min.         |
| Cars are run .....  | 8 1/2 min.      |
| Rate of fare per passenger .....                                    | 5 cents.        |
| Number of passengers carried in cars during year.....               | 449,830         |
| Average number of employees (including officials), during year..... | 21              |

## Salaries, Wages, etc., of Officers and Employees.

### OFFICERS AND CLERKS.

### Annual salary.

|                      |            |
|----------------------|------------|
| Superintendent.....  | \$1,300 00 |
| Bookkeeper .....     | 400 00     |
| Clerk in office..... | 260 00     |

## OTHER EMPLOYEES.

|                              | Average number of hours on duty per day. | Wages per day. |
|------------------------------|--|----------------|
| Conductors and drivers ..... | 12                                       | \$1.25         |
| Hostlers .....               | 12                                       | 1.00           |
| Blacksmith .....             | 10                                       | .75            |
| Hill boys .....              | 12                                       | .50            |

## ACCIDENT.

Injured

Employee..... 1

## Officers of the Company.

| Name.                 | Title.                        | Official Address. |
|-----------------------|-------------------------------|-------------------|
| M. H. HIRSCHBERG..... | President.....                | Newburgh, N. Y.   |
| WM. MOORES.....       | Secretary and Treasurer ..... | New York city.    |
| WM. P. RAYLAND.....   | Superintendent.....           | Newburgh, N. Y.   |

## Directors of the Company.

| Name.                      | Residence.      |
|----------------------------|-----------------|
| MICHAEL H. HIRSCHBERG..... | Newburgh, N. Y. |
| JOHN C. ADAMS.....         | Newburgh, N. Y. |
| ANTONIO RASINES.....       | New York city.  |
| CHARLES W. DAYTON.....     | New York city.  |
| JOHN S. MCWILLIAM.....     | New York city.  |
| JOHN A. MASON.....         | New York city.  |
| WILLIAM MOORES.....        | New York city.  |

Title of company, Newburgh Street Railway Company.

General offices at Newburgh, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in February.

For information as to this report, address William Moores, Secretary, 7 Broadway, New York city.

## NEW ROCHELLE.

(Date of charter, September 12, 1890.)

The New Rochelle Railway and Transit Company is the reorganized company resulting from the sale under foreclosure of the former New Rochelle and Pelham Railway Company.

The sale took place June 25, 1890, and the reorganization was under the act regulating that subject passed May 6, 1884.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. |
|---|----------------|------------------|
| Authorized by law or charter, issued on account of construction and now outstanding ..... | 2,500          | \$1,000          |

## Income Account for Year Ending June 30, 1891.

|   |         |
|---|---------|
| Gross earnings from operation.....                  | \$1,205 |
| Less operating expenses (excluding all taxes) ..... | 8,674   |
| Deficit for year ending June 30, 1891.....          | \$2,469 |



## OPERATING EXPENSES.

|  |                   |
|--|-------------------|
| Repairs of cars and other vehicles.....            | \$100 00          |
| Repairs of harness and stable equipment.....       | 65 00             |
| Horseshoeing.....                                  | 368 79            |
| Renewals of horses and mules.....                  | 350 00            |
| Provender (including expense of grinding).....     | 2,665 75          |
| Salaries of general officers and clerks.....       | 912 60            |
| Wages of conductors and drivers on horse cars..... | 2,574 20          |
| Stable.....  | 1,498 30          |
| Light and fuel.....                                | 45 00             |
| Water tax.....                                     | 28 00             |
| Removal of snow and ice.....                       | 20 00             |
| <b>Total operating expenses.....</b>               | <b>\$8,627 54</b> |

## Characteristics of Road, Equipment, Etc.

|   |               |
|---|---------------|
| <i>Length of railway owned by company, as follows:</i>                  | <i>Miles.</i> |
| Single track, main line, from New Haven depot to Glen Island ferry..... | 3             |
| Single track, branch, from New Haven depot to Hudson Park.....          | 1             |
| Single track, branch, from New Haven depot to Huguenot Park.....        | 1             |
| <b>Total length of single track on main line and branches.....</b>      | <b>5</b>      |
| Sidings on main line and branches.....                                  | .5            |
| <b>Total length of all tracks and sidings owned.....</b>                | <b>5.5</b>    |

|  |                   |
|--|-------------------|
| Weight of rail per yard.....                                       | 33 lbs.           |
| Gauge of track.....  | 4 ft. 8½ in.      |
| Number of box cars.....  | 10                |
| Open cars.....   | 4                 |
| Horses.....  | 30                |
| Schedule time making trip one way.....                             | 24 minutes.       |
| Cars are run.....  | Every 30 minutes. |
| Rate of fare per passenger.....                                    | 5 cents.          |
| Number of passengers carried in cars during year.....              | 124,251           |
| Average number of employees (including officials) during year..... | 8                 |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICER.            | Annual salary. |
|---------------------|----------------|
| Superintendent..... | \$912 50       |

## OTHER EMPLOYEES.

|               | Average number of hours on duty per day. | Wages per day. |
|---------------|--|----------------|
| Drivers.....  | 12                                       | \$1 75         |
| Watchmen..... | 12                                       | 1 50           |
| Roadmen.....  | 10                                       | 1 50           |
| Hostlers..... | 12                                       | 1 50           |

## Officers of the Company.

| Name.                  | Title.              | Official Address.               |
|------------------------|---------------------|---------------------------------|
| CHAS. H. COFFIN.....   | President.....      | New Rochelle, N. Y.             |
| THOS. E. CRIMMENS..... | Secretary.....      | 1043 Third ave., New York city. |
| CHARLES STRAUSS.....   | Treasurer.....      | 237 Broadway, New York city.    |
| FRANK RYAN.....        | Superintendent..... | New Rochelle, N. Y.             |

## Directors of the Company.

| Name.                  | Residence.          |
|------------------------|---------------------|
| HAS. H. COFFIN.....    | New Rochelle, N. Y. |
| THOS. E. CRIMMENS..... | New York city.      |
| CHARLES STRAUSS.....   | New York city.      |
| JOHN H. TEED.....      | Brooklyn, N. Y.     |
| O. FULLER.....         | New Rochelle, N. Y. |
| CHARLES H. YOUNG.....  | New Rochelle, N. Y. |
| JOHN I. WALSH.....     | New York city.      |

T le of company, New Rochelle Railway and Transit Company.

G eneral offices at 237 Broadway, New York city.

F or information as to this report, address Charles Strauss, Treasurer.

## NEW YORK AND HARLEM.

(Date of charter, April 25, 1831.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter issued for actual cash and now outstanding..... | 200,000        | \$50 00          | \$10,000.00                          |

## FUNDED DEBT.

| DESIGNATION OF LIEN.              | When due. | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------------------------|-----------|-----------|---------------|---------------------|--------------------------------------|
|                                   |           | Rate.     | When payable. |                     |                                      |
| Consolidated mortgage.....        | 1900      | 7         | May & Nov.    | \$12,000,000        | \$12,000,000                         |
| Consolidated mort. sinking fund.. | 1893      | 6         | Feb. & Aug.   | 5,000               | 5,000                                |
| Total .....                       |           |           |               | \$12,005,000        | \$12,005,000                         |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost up to June 30, 1891. |
|---|--|---------------------------------|
| Real estate.....                            | \$9,000 00   | \$9,000 00                      |
| Previously reported.....                    |  | 22,035,886 21                   |
| Total cost of road .....                    | \$9,000 00   | \$22,047,886 21                 |
| EQUIPMENT.                                  |  |                                 |
| Horses .....                                | \$25,445 00  | \$221,015 00                    |
| Locomotives.....                            |  | 314,000 00                      |
| Cars .....                                  | 14,550 00  | 579,985 00                      |
| Harness and stable equipment.....           | 2,680 31   | 81,321 97                       |
| Total cost of equipment.....                | \$42,675 31  | \$1,496,321 97                  |
| Grand total cost of road and equipment..... | \$51,675 31  | \$23,544,208 19                 |

## Income Account for Year Ending June 30, 1891.

|  |           |    |
|--|-----------|----|
| Gross earnings from operation.....                 | \$951.    | 39 |
| Less operating expenses (excluding all taxes)..... | 697.8     | 24 |
| Net earnings from operation .....                  | \$254     | 15 |
| Income from other sources, as follows, viz.:       |           |    |
| Rents .....  | \$715 00  |    |
| Interest .....                                     | 51,272 80 |    |
| Miscellaneous .....                                | 155 00    |    |
|  | \$2..     | 8  |
| Gross income from all sources.....                 | \$30      | 5  |

*Deductions from income, as follows, viz.:*

|  |             |                    |
|--|-------------|--------------------|
| Taxes on property used in operation of road..... | \$14,328 17 |                    |
| Taxes on earnings and capital stock.....         | 11,386 80   |                    |
| Taxes other than above .....                     | 1,424 86    |                    |
|  |             | <u>\$27,089 83</u> |

Net income from all sources ..... \$279,369 62

*Payments from net income, as follows, viz.:*

|   |                    |  |
|---|--------------------|--|
| Dividends declared 2½ per cent on capital stock ..... | 250,000 00         |  |
| Surplus for year ending June 30, 1891 .....           | <u>\$29,869 62</u> |  |

**General Income Account.**

|  |                       |  |
|--|-----------------------|--|
| Surplus for year ending June 30, 1891..... | \$29,369 61           |  |
| Surplus up to June 30, 1890.....           | 2,717,187 94          |  |
| Total surplus June 30, 1891.....           | <u>\$2,746,557 56</u> |  |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                      |                     |  |
|----------------------|---------------------|--|
| From passengers..... | <u>\$951,692 39</u> |  |
|----------------------|---------------------|--|

**OPERATING EXPENSES.**

|  |             |  |
|--|-------------|--|
| Repairs of roadbed and track.....                                    | \$23,810 35 |  |
| Repairs of buildings and fixtures .....                              | 2,828 80    |  |
| Repairs of cars and other vehicles.....                              | 35,204 32   |  |
| Use of motor cars .....  | 2,856 53    |  |
| Repairs of harness and stable equipment.....                         | 8,940 88    |  |
| Horseshoeing.....  | 21,717 52   |  |
| Renewals of horses .....   | 48,492 50   |  |
| Provender (including expense of grinding) .....                      | 143,666 82  |  |
| Salaries of general officers and clerks.....                         | 23,934 19   |  |
| Wages of conductors and drivers on horse cars.....                   | 226,552 02  |  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc ..... | 124,698 07  |  |
| Light and fuel .....   | 2,388 86    |  |
| Use of other roads .....   | 610 00      |  |
| Water tax .....  | 102 35      |  |
| Damages to persons and property.....                                 | 14,015 35   |  |
| Legal expenses.....  | 8,074 32    |  |
| Advertising, printing and office expenses .....                      | 1,575 66    |  |
| Insurance .....  | 5,300 00    |  |
| Contingencies .....  | 606 40      |  |

Total operating expenses..... \$697,375 24

**General Balance Sheet June 30, 1891.****ASSETS.**

|                        |                 |  |
|------------------------|-----------------|--|
| Cost of road .....     | \$22,047,886 22 |  |
| Cost of equipment..... | 1,496,321 97    |  |

*Other permanent investments, as follows, viz.:*

|   |          |  |
|---|----------|--|
| Long Island Land Fertilizing Company..... | 6,000 00 |  |
|---|----------|--|

*Current assets, as follows, viz.:*

|                       |                        |  |
|-----------------------|------------------------|--|
| Cash on hand.....     | \$17,288 49            |  |
| Bills receivable..... | 1,826 92               |  |
| Open accounts.....    | 1,144,823 76           |  |
| Supplies on hand..... | 66,561 25              |  |
|                       | <u>1,230,450 41</u>    |  |
|                       | <u>\$24,780,658 61</u> |  |

**LIABILITIES.**

|                      |                 |  |
|----------------------|-----------------|--|
| Capital stock.....   | \$10,000,000 00 |  |
| Undeclared debt..... | 12,000,000 00   |  |

*Current liabilities, as follows, viz.:*

|                                    |                        |  |
|------------------------------------|------------------------|--|
| Dividends and interest unpaid..... | \$2,075 76             |  |
| Bills payable.....                 | 16,677 29              |  |
| Open accounts.....                 | 10,350 00              |  |
|                                    | <u>29,101 05</u>       |  |
| Profit and loss (surplus).....     | 2,746,557 56           |  |
|                                    | <u>\$24,780,658 61</u> |  |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>   |                         | Miles. |
|--|-------------------------|--------|
| Single track, main line, from post-office to Mott Haven.....   | /                       | 7.5    |
| Single track, branch, from Thirty-second street and Fourth avenue to<br>Thirty-fourth street ferry.....            |                         | .75    |
| Single track, branch, from Madison avenue and Eighty-sixth street to<br>Second avenue and Eighty-sixth street..... |                         | .33    |
| Total length of single track on main line and branches.....  |                         | 8.58   |
| Second track on main line and branches.....  |                         | 8.66   |
| Sidings on main line and branches.....   |                         | .50    |
| Total length of all tracks and sidings owned.....  |                         | 17.66  |
| Weight of rail per yard.....   | 60 to 75 lbs.           |        |
| Gauge of track.....  | 4 ft. 8½ in.            |        |
| Number of box cars.....  | 173                     |        |
| Horses.....  | 1,544                   |        |
| Schedule time making trip one way.....   | 1 hr. 32 min.           |        |
| Cars are run.....  | One to 90 minutes apart |        |
| Rate of fare per passenger.....  | 5 cents                 |        |
| Number of passengers carried in cars during year.....  | 19,033,546              |        |
| Average number of employees (including officials) during year.....   | 586                     |        |

## Wages, Etc., of Employees.

|                  | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|------------------|---|-------------------|
| Conductors.....  | 10  | \$2 00            |
| Drivers.....     | 10  | 2 00              |
| Starters.....    | 10  | 2 00              |
| Watchmen.....    | 12  | 1 50              |
| Switchmen.....   | 12  | 1 50              |
| Roadmen.....     | 10  | \$1 60 to 2 00    |
| Hostlers.....    | 10½   | 1 75              |
| Blacksmiths..... | 10  | 2 00              |

## ACCIDENTS.

|  | Injured. | Killed. | Total. |
|--|----------|---------|--------|
| Passengers.....                          | 2        | 1       | 3      |
| Others than passengers or employees..... | 2        | 3       | 5      |
| Total.....                               | 4        | 4       | 8      |

## Officers of the Company.

| Name.                      | Title.                       | Official Address. |
|----------------------------|------------------------------|-------------------|
| CORNELIUS VANDERBILT.....  | President.....               | New York city.    |
| CHARLES O. CLARKE.....     | Vice-President.....          | New York city.    |
| EDWARD V. W. ROSSITER..... | Secretary and Treasurer..... | New York city.    |
| ALFRED SKITT.....          | Superintendent.....          | New York city.    |

## Directors of the Company.

| Name.                        | Residen.                  |
|------------------------------|---------------------------|
| CORNELIUS VANDERBILT.....    | New York c <sup>y</sup>   |
| WILLIAM K. VANDERBILT.....   | New York c <sup>y</sup>   |
| FREDERICK W. VANDERBILT..... | New York c <sup>y</sup>   |
| SAMUEL F. BARGER.....        | New York c <sup>y</sup>   |
| CHAUNCEY M. DEPEW.....       | New York c <sup>y</sup>   |
| CHARLES O. CLARKE.....       | Sing Sing, N <sup>y</sup> |
| JOHN B. DUTCHER.....         | Pawling, N <sup>y</sup>   |
| JOHN E. BURRILL.....         | New York c <sup>y</sup>   |
| FRANCIS P. FREEMAN.....      | Lakewood, N <sup>y</sup>  |
| SAMUEL D. BABCOCK.....       | New York c <sup>y</sup>   |
| ALFRED VAN SANTVOORD.....    | New York c <sup>y</sup>   |
| ROBERT SCHELL.....           | New York c <sup>y</sup>   |

Title of company, New York and Harlem Railroad Company.

General offices at Grand Central Depot, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in May.

For information as to this report, address E. V. W. Rossiter, Secretary and Treasurer.

## NIAGARA FALLS AND SUSPENSION BRIDGE.

(Date of charter, October 20, 1882.)

For history of organization, see Report of 1885.

### Capital Stock.

|   | No. of shares.      | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|---------------------|---------------------|--|
| Authorized by law or charter .....      | 2,000               | \$50,000 00         | .....                                      |
| Issued for actual cash .....            | 1,475 $\frac{1}{2}$ | \$36,887 50         | \$36,887 50                                |
| Issued on account of construction ..... | 284 $\frac{1}{2}$   | 7,112 50            | .....                                      |
| Total now outstanding .....             | 1,760               | \$44,000 00         | \$36,887 50                                |

### Cost of Road and Equipment.

| ROAD.  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Roadbed, superstructure and rails .....      | \$23,477 78                        |
| Real estate .....                            | 1,600 00                           |
| All other buildings and fixtures .....       | 8,072 10                           |
| Total cost of road .....                     | \$33,149 88                        |
| EQUIPMENT.                                   |                                    |
| Horses .....                                 | \$5,810 14                         |
| Harness .....                                | 561 65                             |
| Cars .....                                   | 8,266 44                           |
| Wagons, trucks, snow-plows, sleighs .....    | 377 63                             |
| Total cost of equipment .....                | \$15,015 86                        |
| Grand total cost of road and equipment ..... | \$48,165 72                        |

### Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                     | \$20,886 28 |
| Less operating expenses (excluding all taxes) .....     | 16,246 24   |
| Net earnings from operation .....                       | \$4,640 04  |
| Income from other sources, as follows, viz.:            |             |
| Interest .....  | 76 24       |
| Gross income from all sources .....                     | \$4,716 28  |
| Deductions from income, as follows, viz.:               |             |
| Taxes on property used in operation of road .....       | \$647 05    |
| Taxes on earnings and capital stock .....               | 219 55      |
|   | 866 60      |
| Net income from all sources .....                       | \$3,849 68  |
| Payments from net income, as follows, viz.:             |             |
| Dividends declared, 10 per cent, on capital stock ..... | 4,400 00    |
| Deficit for year ending June 30, 1891 .....             | \$550 32    |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Income Account.

|   |                   |
|---|-------------------|
| Deficit for year ending June 30, 1891 ..... | \$550 33          |
| Surplus up to June 30, 1890 .....           | 5,270 41          |
| Total surplus June 30, 1891 .....           | <u>\$4,720 08</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |                    |
|-----------------------|--------------------|
| From passengers ..... | <u>\$20,886 28</u> |
|-----------------------|--------------------|

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| Repairs of roadbed and track .....                                   | \$400 73           |
| Repairs of buildings and fixtures .....                              | 22 97              |
| Repairs of cars and other vehicles .....                             | 619 19             |
| Repairs of harness and stable equipment .....                        | 251 73             |
| Horseshoeing .....   | 455 60             |
| Provender (including expense of grinding) .....                      | 3,826 51           |
| Salaries of general officers and clerks .....                        | 1,450 71           |
| Wages of conductors and drivers on horse cars .....                  | 3,124 86           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 2,589 41           |
| Light and fuel .....   | 113 97             |
| Water tax .....  | 47 60              |
| Damages to persons and property .....                                | 2,010 25           |
| Advertising, printing and office expenses .....                      | 567 33             |
| Insurance .....  | 673 00             |
| Removal of snow and ice .....  | 34 41              |
| Contingencies .....  | 156 18             |
| Total operating expenses .....                                       | <u>\$16,246 34</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                   |                    |
|-----------------------------------|--------------------|
| Cost of road .....                | \$33,149 86        |
| Cost of equipment .....           | 15,015 86          |
| Current assets, as follows, viz.: |                    |
| Cash on hand .....                | 554 37             |
|                                   | <u>\$48,720 09</u> |

## LIABILITIES.

|                                 |                    |
|---------------------------------|--------------------|
| Capital stock .....             | \$44,000 00        |
| Profit and loss (surplus) ..... | 4,720 09           |
|                                 | <u>\$48,720 09</u> |

## Characteristics of Road, Equipment, Etc.

## Length of railway owned by company, as follows:

|  | Miles.      |
|--|-------------|
| Single track, main line, from Niagara Falls to Suspension Bridge ..... | 1.39        |
| Sidings on main line and branches .....                                | .51         |
| Total length of all tracks and sidings owned .....                     | <u>2.30</u> |

|   |  |
|---|--|
| Weight of rail per yard .....                                       | 33 lbs.                                    |
| Gauge of track .....  | 4 ft. 8½ in.                               |
| Number of box cars .....  | 6  |
| Open cars .....   | 5  |
| Horses and mules .....  | 5  |
| Schedule time making trip one way .....                             | 24 m                                       |
| Cars run .....  | 16 minutes in winter; 12 minutes in summer |
| Rate of fare per passenger .....                                    | Cash, 5 cts.; limited time tickets, 2½     |
| Number of passengers carried in cars during year .....              | 417  |
| Average number of employees (including officials) during year ..... | 7  |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS.

|                        | Annual |   |
|------------------------|--------|---|
| General officers ..... | —      | 9 |

OTHER EMPLOYEES.

|                            | Average number of hours on duty per day. | Wages per day. |
|----------------------------|--|----------------|
| Conductors .....           | 12                                       | \$1 50         |
| Drivers .....              | 12                                       | 1 33½          |
| Watchmen .....             | 12                                       | 1 33½          |
| Roadmen and hostlers ..... | 12                                       | 1 33½          |

ACCIDENT.

|                        |   |
|------------------------|---|
| Passenger injured..... | 1 |
|------------------------|---|

Officers of the Company.

| Name.                 | Title.                        | Official Address.    |
|-----------------------|-------------------------------|----------------------|
| CHAS. B. GASKILL..... | President .....               | Niagara Falls, N. Y. |
| HASCAL L. TAYLOR..... | Vice-President.....           | Niagara Falls, N. Y. |
| CHAS. B. HILL.....    | Secretary and Treasurer ..... | Niagara Falls, N. Y. |
| WM. H. JOHNSON.....   | Superintendent.....           | Niagara Falls, N. Y. |

Directors of the Company.

| Name.                   | Residence.           |
|-------------------------|----------------------|
| CHARLES B. GASKILL..... | Niagara Falls, N. Y. |
| ALB. J. PORTER.....     | Niagara Falls, N. Y. |
| EUGENE CARY.....        | Niagara Falls, N. Y. |
| CHAS. A. SWEET.....     | Buffalo, N. Y.       |
| D. BRADLEY SWEET.....   | Buffalo, N. Y.       |
| HASCAL L. TAYLOR.....   | Buffalo, N. Y.       |
| JOHN HATTERFIELD.....   | Buffalo, N. Y.       |
| CHAS. G. CURTISS.....   | Buffalo, N. Y.       |
| ADELBERT MOOR.....      | Buffalo, N. Y.       |
| GEORGE L. LEWIS.....    | Buffalo, N. Y.       |
| WM. H. JOHNSON.....     | Buffalo, N. Y.       |
| CHARLES B. HILL.....    | Buffalo, N. Y.       |

Title of company, Niagara Falls and Suspension Bridge Railway Company.

General offices at Niagara Falls.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in September.

For information as to this report, address J. C. Brewster.

NINTH AVENUE (New York city).

(Date of charter July 29, 1859.)

For history of organization, see Report of 1855.

Capital Stock.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....          | 8,000          | \$800,000        | .....                                |
| Used for actual cash.....                  | 1,513          | \$151,300        | \$151,300                            |
| Used for road, equipment and real estate.. | 6,105          | 610,500          | .....                                |
| Total now outstanding.....                 | 7,618          | \$761,800        | \$151,300                            |

## Cost of Road and Equipment.

| ROAD.                                       | Additions or betterments during year ending June 30, 1891. | Total cost up to June 30, 1891. |
|---|--|---------------------------------|
| Roadbed, superstructure and rails .....     |  | \$178,664 00                    |
| Real estate.....                            |  | 9,272 00                        |
| Total cost of road.....                     |  | \$187,937 00                    |
| <b>EQUIPMENT.</b>                           |  |                                 |
| Horses .....                                | \$11,200 00  | \$89,200 00                     |
| Cars.....                                   | 16,439 74  | 64,240 87                       |
| Total cost of equipment.....                | \$27,639 74  | \$153,440 87                    |
| Grand total cost of road and equipment..... | \$27,639 74  | \$341,377 80                    |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |             |
|---|-------------|-------------|
| Increase of eighty horses .....                   |             | \$11,200 00 |
| Increase of twelve box and fifteen open cars..... | \$17,839 74 |             |
| Less old cars sold .....                          | 900 00      |             |
|   |             | 16,439 74   |
| Total .....                                       |             | \$27,639 74 |

## Income Account for Year Ending June 30, 1891.

|   |            |              |
|---|------------|--------------|
| Gross earnings from operation .....                 |            | \$286,662 00 |
| Less operating expenses (excluding all taxes).....  |            | 342,787 36   |
| Net earnings from operation.....                    |            | \$43,865 22  |
| <i>Income from other sources, as follows, viz.:</i> |            |              |
| Rents and interest.....                             |            | 6,384 28     |
| Gross income from all sources.....                  |            | \$50,249 45  |
| <i>Deductions from income, as follows, viz.:</i>    |            |              |
| Taxes on property used in operation of road.....    | \$1,800 00 |              |
| Taxes on earnings and capital stock .....           | 8,251 78   |              |
| Rent of depot.....                                  | 15,000 00  |              |
|   |            | 25,051 73    |
| Surplus for year ending June 30, 1891.....          |            | \$24,497 72  |

## General Income Account.

|  |              |
|--|--------------|
| Surplus for year ending June 30, 1891..... | \$24,497 72  |
| Deficit up to June 30, 1890.....           | 429,268 61   |
| Total deficit June 30, 1891 .....          | \$404,770 89 |

## Analysis of Gross Earnings and Operating Expenses.

|                      |              |
|----------------------|--------------|
| <b>EARNINGS.</b>     |              |
| From passengers..... | \$286,662 00 |

|   |       |
|---|-------|
| <b>OPERATING EXPENSES.</b>  |       |
| Repairs of roadbed and track .....                                  | \$4.  |
| Repairs of buildings and fixtures.....                              | 2.4   |
| Repairs of cars.....  | 6.74  |
| Repairs of harness and stable equipment.....                        | 2.11  |
| Horseshoeing.....   | 7.21  |
| Renewals of horses and mules .....                                  | 15.5  |
| Provender (including expense of grinding).....                      | 61.04 |
| Salaries of general officers and clerks .....                       | 5.6   |
| Wages of conductors and drivers on horse cars.....                  | 92.6  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 34.9  |
| Light and fuel .....  | 3.11  |
| Water tax.....  | -     |



|  |                     |
|--|---------------------|
| Damages to persons and property.....           | \$658 00            |
| Legal expenses.....                            | 406 30              |
| Advertising, printing and office expenses..... | 356 22              |
| Insurance.....                                 | 1,177 80            |
| Car licenses.....                              | 520 00              |
| Contingencies.....                             | 1,664 82            |
| <b>Total operating expenses .....</b>          | <b>\$242,787 88</b> |

General Balance Sheet June 30, 1891.

ASSETS.

|   |                     |
|---|---------------------|
| Cost of road.....                                     | \$187,987 23        |
| Cost of equipment.....                                | 153,440 57          |
| <i>Other permanent investments, as follows, viz.:</i> |                     |
| Stock of other company.....                           | 700 00              |
| <i>Current assets, as follows, viz.:</i>              |                     |
| Cash on hand.....                                     | \$5,351 64          |
| Loans.....  | 4,000 00            |
| Supplies on hand.....                                 | 5,079 67            |
| Car licenses, suspense.....                           | 520 00              |
|   | <u>14,951 31</u>    |
| Profit and loss (deficiency) .....                    | 404,770 89          |
|   | <u>\$761,800 00</u> |

LIABILITIES.

|                    |              |
|--------------------|--------------|
| Capital stock..... | \$761,800 00 |
|--------------------|--------------|

Characteristics of Road, Equipment, Etc.

|   |           |
|---|-----------|
| <i>Length of railway owned by company, as follows:</i>                                  | Miles     |
| Single track, main line, from Fulton street to One Hundred and Twenty-fifth street..... | 8         |
| Second track on main line and branches.....   | 8         |
| <b>Total length of all tracks and sidings owned.....</b>                                | <b>16</b> |

|   |                |
|---|----------------|
| Weight of rail per yard .....                         | 45 and 60 lbs. |
| Gauge of track .....                                  | 4 ft. 8½ in.   |
| Number of box cars .....                              | 51             |
| Open cars .....                                       | 35             |
| Horses and mules .....                                | 622            |
| Schedule time making trip one way.....                | 1 hr. 20 min.  |
| Cars are run .....                                    | Every 2½ min.  |
| Rate of fare per passenger .....                      | 5 cents.       |
| Number of passengers carried in cars during year..... | 5,735,062      |

Salaries, Wages, Etc., of Officers and Employees.

|                       |                      |                |
|-----------------------|----------------------|----------------|
|                       | OFFICERS AND CLERKS. | Annual salary. |
| General officers..... |                      | \$3,168 89     |
| Office clerks.....    |                      | 2,505 88       |

OTHER EMPLOYEES.

|                             | Average number of hours on duty per day. | Wages per day. |
|-----------------------------|--|----------------|
| Conductors .....            | 10                                       | \$1 75         |
| Drivers.....                | 10                                       | 2 00           |
| Porters.....                | 9  | 2 15           |
| Watchmen and switchmen..... | 10                                       | 1 75           |
| Stationmen.....             | 10                                       | 2 00           |
| Porters.....                | 10                                       | 1 75           |
| Track makers.....           | 10                                       | 2 25           |
| Interers.....               | 10                                       | 2 12           |

## ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 2        | .....   | 1      |
| Employees.....  | 1        | .....   | 1      |
| Others.....     | 2        | 1       | 3      |
| Total.....      | 5        | 1       | 6      |

## Officers of the Company.

| Name.                 | Title.                                    | Official Address. |
|-----------------------|---|-------------------|
| GEORGE LAW.....       | President.....                            | New York city.    |
| JACOB HAYS.....       | Vice-President.....                       | New York city.    |
| JAMES G. AFFLECK..... | Secretary and Treasurer.....              | New York city.    |
| JAMES AFFLECK.....    | Assistant Treasurer and Asst. Secretary.. | New York city.    |
| LEWIS P. FOULK.....   | Superintendent.....                       | New York city.    |

## Directors of the Company.

| Name.                    | Residence.       |
|--------------------------|------------------|
| GEORGE LAW.....          | New York city.   |
| JACOB HAYS.....          | New York city.   |
| E. ST. JOHN HAYS.....    | New York city.   |
| JOSEPH H. GODWIN.....    | New York city.   |
| OTIS W. RANDALL.....     | New York city.   |
| PAUL N. SPOFFORD.....    | New York city.   |
| JOSEPH J. O'DONOHUE..... | New York city.   |
| WILLIAM RAVESTEYN.....   | Brooklyn, N. Y.  |
| STEPHEN H. HERRIMAN..... | Brooklyn, N. Y.  |
| FRANK JENKINS.....       | Brooklyn, N. Y.  |
| G. GRANVILLE WRIGHT..... | Cambridge, N. Y. |
| JAMES AFFLECK.....       | Yonkers, N. Y.   |
| JAMES G. AFFLECK.....    | Yonkers, N. Y.   |

Title of company, Ninth Avenue Railroad Company.  
 General offices at Ninth avenue and Fifty-fourth street, New York city.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, third Monday in January.  
 For information as to this report, address James G. Affleck, Treasurer, 259 Fifth  
 avenue, New York city.

## NORTH AND EAST GREENBUSH.

(Date of charter, May 10, 1873.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. |
|---|----------------|---------------------|
| Authorized by law or charter and now outstanding..... | 500            | \$50,000            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | When due.   | INTEREST.  |                  | Amo<br>out-<br>st-<br>ing |
|---------------------------|-------------|------------|------------------|---------------------------|
|                           |             | Rate.      | When<br>payable. |                           |
| First mortgage bonds..... | May 1, 1911 | p. c.<br>5 | May 1. Nov. 1    |                           |

## Cost of Road and Equipment.

## ROAD.

Total cost up to  
June 30, 1891.

|  |                    |
|--|--------------------|
| Roadbed, superstructure and rails .....                                    | \$13,453 47        |
| Right of way .....   | 1,600 00           |
| Buildings and fixtures .....   | 2,087 69           |
| Interest and discount charged to construction, road built by contract..... | 7,181 62           |
| Purchase of constructed road.....  | 50,000 00          |
| Total cost of road .....   | <u>\$74,172 78</u> |

## EQUIPMENT.

|  |                    |
|--|--------------------|
| Horses.....                                  | \$4,080 00         |
| Harness .....                                | 883 94             |
| Cars.....                                    | 3,836 88           |
| Total cost of equipment .....                | <u>\$8,800 82</u>  |
| Grand total cost of road and equipment ..... | <u>\$82,973 60</u> |

## Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation .....   | \$7,223 57        |
| Less operating expenses (excluding all taxes).....  | <u>10,689 82</u>  |
| Net loss from operation.....  | \$3,466 25        |
| <i>Deductions from income, as follows, viz.:</i>  |                   |
| Taxes on property used in operation of road, on earnings<br>and capital stock and other than above..... | \$208 82          |
| Interest on funded debt due and accrued.....  | 1,235 50          |
|   | <u>1,443 32</u>   |
| Deficit for year ending June 30, 1891.....  | <u>\$4,908 57</u> |

## General Income Account.

|  |                    |
|--|--------------------|
| Deficit for year ending June 30, 1891..... | \$4,908 57         |
| Deficit up to June 30, 1890.....           | <u>5,478 99</u>    |
| Total deficit June 30, 1891.....           | <u>\$10,384 56</u> |

## Operating Expenses.

|   |                    |
|---|--------------------|
| Repairs of roadbed, track, buildings and fixtures, harness and stable<br>equipment .....                    | \$655 84           |
| Horseshoeing.....   | 850 00             |
| Provender (including expense of grinding) .....   | 2,608 79           |
| Wages of conductors, drivers on horse-cars, watchmen, starters, switch-<br>men, roadmen, hostlers, etc..... | 4,919 21           |
| Insurance .....   | 71 28              |
| Removal of snow and ice.....  | 74 63              |
| Contingencies.....  | <u>1,315 07</u>    |
| Total operating expenses .....  | <u>\$10,689 82</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                   |                    |
|-----------------------------------|--------------------|
| Cost of road .....                | \$74,172 78        |
| Cost of equipment.....            | 8,800 82           |
| Other permanent investments ..... | 250 00             |
| Profit and loss (deficiency)..... | <u>10,384 56</u>   |
|                                   | <u>\$93,608 16</u> |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$50,000 00        |
| Funded debt .....                             | 29,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Interest on funded debt due and accrued.....  | 6,398 60           |
| Bills payable.....                            | 1,800 00           |
| Open accounts and sundries .....              | <u>6,414 56</u>    |
|   | <u>\$93,608 16</u> |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>              |                                     | Miles.          |
|---|-------------------------------------|-----------------|
| Single track, main line.....  |                                     | 1.1             |
| Gauge of track .....  | 4 ft. 6 in.                         |                 |
| Number of box cars .....  | 4                                   |                 |
| Open cars .....   | 3                                   |                 |
| Horses and mules .....  | 2                                   |                 |
| Schedule time making trip one way.....                              | 15 min.                             |                 |
| Cars are run .....  | Every 15 min.                       |                 |
| Rate of fare per passenger .....                                    | Transient, 6 cts.; tickets, 5 cts.; | in city, 5 cts. |
| Number of passengers carried in-cars during year.....               |                                     | 144,471         |
| Average number of employees (including officials) during year ..... |                                     | 9               |

## Wages, Etc., of Employees.

|               | Average number of hours on duty per day. | Wages per day. |
|---------------|--|----------------|
| Drivers.....  | 14                                       | \$1.10         |
| Hostlers..... | 12                                       | 1.00           |

## Officers of the Company.

| <i>Name.</i>            | <i>Title.</i>                   | <i>Official Address.</i> |
|-------------------------|---------------------------------|--------------------------|
| A. BLEECKER BANKS ..... | President.....                  | Albany, N. Y.            |
| J. W. GASCOIGNE.....    | Secretary, Treas. and Supt..... | Albany, N. Y.            |

## Directors of the Company.

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| A. BLEECKER BANKS ..... | Albany, N. Y.     |
| J. F. HUBER .....       | Albany, N. Y.     |
| W. L. GREENE .....      | Albany, N. Y.     |
| J. W. ANDREWS .....     | Albany, N. Y.     |
| J. E. FREDERICKS .....  | Albany, N. Y.     |
| GEORGE FREDERICKS ..... | Albany, N. Y.     |
| J. W. GASCOIGNE .....   | Albany, N. Y.     |

Title of company, North and East Greenbush Horse Railroad Company.  
 General offices at 473 Broadway, Albany, N. Y.  
 Date of close of fiscal year, January 1.  
 Date of stockholders' annual meeting, January 17.  
 For information as to this report, address A. Bleecker Banks, President.

## OGDENSBURG.

(Date of charter, December 22, 1885.)

## Capital Stock.

|   | No. of shares. | Total par value. | Cash received on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....       | 700            | \$70,000         | .....                                |
| Issued for actual cash .....            | 275            | .....            | \$27,500                             |
| Issued on account of construction ..... | 10             | .....            | 500                                  |
| Total now outstanding ....              | 285            | .....            | 28,000                               |

Description of Road and Equipment.

| ROAD.  |  | Total cost up to<br>June 30, 1891. |
|--|--|------------------------------------|
| Roadbed, superstructure and rails .....      |  | \$17,479 64                        |
| Real estate .....                            |  | 900 00                             |
| All other buildings and fixtures .....       |  | 126 17                             |
| Total cost of road .....                     |  | <u>\$18,505 81</u>                 |
| EQUIPMENT.                                   |  |                                    |
| Horses .....                                 |  | \$3,092 50                         |
| Harness .....                                |  | 412 35                             |
| Cars .....                                   |  | 5,166 84                           |
| Wages, trucks, snow-plows, sleighs .....     |  | 1,508 86                           |
| Total cost of equipment .....                |  | <u>\$10,179 55</u>                 |
| Grand total cost of road and equipment ..... |  | <u>\$28,685 36</u>                 |

Income Account for Year Ending June 30, 1891.

|   |         |                 |
|---|---------|-----------------|
| Gross earnings from operation .....                 |         | \$6,480 11      |
| Less operating expenses (excluding all taxes) ..... |         | 7,051 84        |
| Net loss from operation .....                       |         | \$591 73        |
| <i>Income from other sources, as follows, viz.:</i> |         |                 |
| Receipts from stage .....                           |         | 174 79          |
| Gross loss from all sources .....                   |         | <u>\$416 94</u> |
| <i>Deductions from income, as follows, viz.:</i>    |         |                 |
| Taxes on property used in operation of road .....   | \$67 96 |                 |
| Taxes on earnings and capital stock .....           | 48 84   |                 |
| Taxes other than above .....                        | 16 90   |                 |
|   |         | <u>133 70</u>   |
| Deficit for year ending June 30, 1891 .....         |         | <u>\$550 64</u> |

General Income Account.

|   |  |                 |
|---|--|-----------------|
| Deficit for year ending June 30, 1891 ..... |  | \$550 64        |
| Surplus up to June 30, 1890 .....           |  | 869 36          |
| Total surplus June 30, 1891 .....           |  | <u>\$318 72</u> |

Analysis of Gross Earnings and Operating Expenses.

| EXPENSES.  |  |                   |
|--|--|-------------------|
| From passengers .....  |  | <u>\$6,480 11</u> |
| OPERATING EXPENSES.  |  |                   |
| Repairs of roadbed and track .....                                   |  | \$121 31          |
| Repairs of buildings and fixtures .....                              |  | 18 28             |
| Repairs of cars and other vehicles .....                             |  | 340 22            |
| Repairs of harness and stable equipment .....                        |  | 110 24            |
| Horseshoeing .....   |  | 192 56            |
| Provender (including expense of grinding) .....                      |  | 2,242 83          |
| Salaries of general officers and clerks .....                        |  | 25 00             |
| Wages of conductors and drivers on horse cars .....                  |  | 1,919 91          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc ..... |  | 959 96            |
| Light and fuel .....   |  | 81 21             |
| Water tax .....  |  | 20 00             |
| Damages to persons and property .....                                |  | 706 55            |
| Advertising, printing and office expenses .....                      |  | 6 98              |
| Insurance .....  |  | 258 00            |
| Contingencies .....  |  | 48 81             |
| Total operating expenses .....                                       |  | <u>\$7,051 84</u> |

General Balance Sheet June 30, 1891.

| ASSETS.                                  |  |                    |
|--|--|--------------------|
| Cost road .....                          |  | \$18,505 81        |
| Cost of equipment .....                  |  | 10,179 55          |
| <i>Current assets, as follows, viz.:</i> |  |                    |
| Cash on hand .....                       |  | 133 36             |
|  |  | <u>\$28,818 72</u> |

## LIABILITIES.

|                                 |             |
|---------------------------------|-------------|
| Capital stock .....             | \$26,500 00 |
| Profit and loss (surplus) ..... | 318 71      |
|                                 | <hr/>       |
|                                 | \$26,818 71 |
|                                 | <hr/>       |

## Characteristics of Road, Equipment, Etc.

|   |   |        |
|---|---|--------|
| <i>Length of railway owned by company as follows :</i>                |   | Miles. |
| Single track, main line, from railroad bridge to New York avenue..... |   | 2.31   |
| Single track, branch, to Rome, Watertown and Ogdensburg Railroad..... |   | .68    |
| Single track, branch, from Ford street to cemetery.....               |   | 1.50   |
| Single track, branch, from Ford street to Ogdensburg Railroad.....    |   | .38    |
| Single track, branch, from Ford street to ferry.....                  |   | .14    |
| <hr/>   |   |        |
| Total length of single track on main line and branches .....          |   | 4.44   |
| Sidings on main line and branches.....                                |   | .16    |
| <hr/>   |   |        |
| Total length of all tracks and sidings owned.....                     |   | 4.60   |
| <hr/>   |   |        |
| Weight of rail per yard .....   | 20 to 25 lbs.   |        |
| Gauge of track .....  | 4 ft. 8½ in.  |        |
| Number of box cars, not motors .....                                  | 1   |        |
| Sleighs .....   | 1   |        |
| Open cars, not motors .....   | 1   |        |
| Horses and mules .....  | 19  |        |
| Schedule time making trip one way.....                                | 30 minutes  |        |
| Cars run .....  | Every half hour.  |        |
| Rate of fare per passenger.....                                       | 5 cents, 6 for 25 cents; children under 8 years, 3 cents. |        |
| Number of passengers carried in cars during year.....                 | About 130,000   |        |

## Salaries, Wages, Etc., of Officers and Employees.

|              | CLERKS. | Annual salary. |
|--------------|---------|----------------|
| Clerks ..... |         | \$60 00        |

## OTHER EMPLOYEES.

|                             | Average number of hours on duty per day. | Wages per day. |
|-----------------------------|--|----------------|
| Conductors and drivers..... | 10 to 12                                 | \$1 25         |
| Hostlers.....               |  | 1 10           |

## ACCIDENTS.

|                          |   |
|--------------------------|---|
| Passengers injured ..... | 4 |
|--------------------------|---|

## Officers of the Company.

| Name.              | Title.         | Official Address. |
|--------------------|----------------|-------------------|
| W. H. DANIELS..... | President..... | Ogdensburg, N. Y. |
| E. A. NEWELL.....  | Secretary..... | Ogdensburg, N. Y. |
| A. E. SMITH .....  | Treasurer..... | Ogdensburg, N. Y. |

## Directors of the Company.

| Name.                | Residence.     |
|----------------------|----------------|
| W. H. DANIELS.....   | Ogdensburg, N. |
| W. L. PROCTOR.....   | Ogdensburg, N. |
| H. B. HOWARD .....   | Ogdensburg, N. |
| E. A. NEWELL .....   | Ogdensburg, N. |
| S. H. PALMER .....   | Ogdensburg, N. |
| R. E. WATERMAN.....  | Ogdensburg, N. |
| JOHN M. KELLOGG..... | Ogdensburg, N. |

Title of company, Ogdensburg Street Railway Company.

General offices at Ogdensburg, N. Y.

Date of close of fiscal year, June 30.

For information as to this report, address A. E. Smith, Treasurer.

OLEAN.

(Date of charter, March 1, 1880.)

For history of organization, see Report of 1885.

Capital Stock.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter.....           | 160            | \$16,000            | .....                                      |
| Issued for actual cash and now outstanding. | 100            | 10,000              | \$10,000.                                  |

Cost of Road and Equipment.

| ROAD.                                       | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>up to June<br>30, 1891. |
|---|--|---------------------------------------|
| Roadbed, superstructure and rails.....      | .....  | \$8,815 38                            |
| Real estate .....                           | .....  | 1,600 00                              |
| All other buildings and fixtures .....      | .....  | 1,046 24                              |
| Total cost of road.....                     | .....  | \$11,461 62                           |
| <b>EQUIPMENT.</b>                           |  |                                       |
| Horses .....                                | .....  | \$1,360 00                            |
| Harness .....                               | .....  | 832 95                                |
| Cars .....                                  | \$80 50  | 2,071 11                              |
| Wagons, trucks, snow-plows and sleighs..... | .....  | 694 87                                |
| Total cost of equipment.....                | \$80 50  | \$4,458 93.                           |
| Grand total cost of road and equipment..... | \$80 50  | \$15,920 55                           |

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                        |         |
|------------------------|---------|
| Heaters for cars ..... | \$80 50 |
|------------------------|---------|

Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation .....                | \$8,599 03 |
| Less operating expenses (excluding all taxes)..... | 6,607 69   |
| Net earnings from operation.....                   | \$1,991 34 |

Deductions from income, as follows, viz.:

|  |          |        |
|--|----------|--------|
| Taxes on property used in operation of road..... | \$217 12 | CORR.  |
| Taxes on earnings and capital stock.....         | 498 30   |        |
| Taxes other than above .....                     | 7 57     | CORR.  |
|  |          | 274 59 |

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$1,716 75 |
|--|------------|

General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$1,716 75 |
| Surplus up to June 30, 1890.....           | 7,283 72   |
| Total surplus June 30, 1891.....           | \$9,000 47 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                               |                   |
|-------------------------------|-------------------|
| From passengers.....          | \$5,925 83        |
| From baggage and express..... | 2,633 20          |
| Total gross earnings.....     | <u>\$8,559 03</u> |

## OPERATING EXPENSES.

|   |                   |
|---|-------------------|
| Repairs of roadbed and track.....                                   | \$238 81          |
| Repairs of buildings and fixtures.....                              | 17 92             |
| Repairs of cars and other vehicles.....                             | 500 16            |
| Repairs of harness and stable equipment.....                        | 32 96             |
| Horseshoeing.....   | 110 83            |
| Renewals of horses and mules.....                                   | 225 00            |
| Provender (including expense of grinding).....                      | 1,278 06          |
| Salaries of general officers and clerks.....                        | 1,090 00          |
| Wages of conductors and drivers on horse cars.....                  | 1,554 09          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 915 06            |
| Light and fuel.....   | 59 65             |
| Water tax.....  | 16 00             |
| Legal expenses.....   | 217 84            |
| Advertising, printing and office expenses.....                      | 64 15             |
| Insurance.....  | 34 50             |
| Removal of snow and ice.....  | 27 10             |
| Contingencies.....  | 187 72            |
| Total operating expenses.....                                       | <u>\$6,607 08</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$11,461 62        |
| Cost of equipment.....                   | 4,468 35           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | 2,527 79           |
| Bills receivable.....                    | 187 66             |
| Open accounts.....                       | 552 06             |
| Supplies on hand.....                    | 326 49             |
|  | <u>\$19,513 30</u> |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$10,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Open accounts.....                            | 513 83             |
| Profit and loss (surplus).....                | 9,000 47           |
|   | <u>\$19,513 30</u> |

## Characteristics of Road, Equipment, Etc.

|   |             |             |
|---|-------------|-------------|
| <i>Length of railway owned by company, as follows:</i>                                      |             | Miles       |
| Single track, main line, from South street to New York, Lake Erie and Western Railroad..... |             | 1.19        |
| Sidings on main line and branches.....  |             | .09         |
| Total length of all tracks and sidings owned.....   |             | <u>1.19</u> |
| Weight of rail per yard.....  | 35 lbs.     |             |
| Gauge of track.....   | 3 ft. 6 in. |             |
| Number of box cars.....   | 3           |             |
| Horses and mules.....   | 9           |             |
| Schedule time making trip one way.....  | 15 E        |             |
| Cars run.....   | Every 30 I  |             |
| Rate of fare per passenger.....   | 5 C         |             |
| Number of passengers carried in cars during year.....                                       | 11          | 16          |
| Average number of employees (including officials) during year.....                          |             | 7           |

## Salaries, Wages, Etc., of Officers, and Employees.

## GENERAL OFFICER.

|                     |           |    |
|---------------------|-----------|----|
| Superintendent..... | Annual \$ | 7. |
|                     | \$1       | 00 |



## OTHER EMPLOYEES.

|                                 | Average number of hours on duty per day. | Wages per day. |
|---------------------------------|--|----------------|
| Conductors and drivers .....    | 8  | \$1 33½        |
| Drivers (baggage express) ..... | 10                                       | 1 50           |
| Roadmen .....                   | 8  | 1 16½          |
| Hostlers .....                  | 10                                       | 1 33½          |

## Officers of the Company.

| Name.             | Title.                         | Official Address. |
|-------------------|--------------------------------|-------------------|
| JOHN FORBES ..... | President and Superintendent.. | Olean, N. Y.      |
| M. W. BARSE ..... | Secretary and Treasurer .....  | Olean, N. Y.      |

## Directors of the Company.

| Name.                 | Residence.   |
|-----------------------|--------------|
| THOMAS GILLEGAN ..... | Olean, N. Y. |
| WM. M. IRISH .....    | Olean, N. Y. |
| D. C. LEFEVRE .....   | Olean, N. Y. |
| M. W. BARSE .....     | Olean, N. Y. |
| JOHN FORBES .....     | Olean, N. Y. |
| H. C. MORRIS .....    | Olean, N. Y. |
| O. S. CAREY .....     | Olean, N. Y. |

Title of company, Olean Street Railway Company.

General offices at Olean, N. Y.

Date of close of fiscal year, January first.

Date of stockholders' annual meeting, first Tuesday in September.

For information as to this report, address Olean Street Railway Company.

## ONEIDA.

(Date of charter, May 14, 1885.)

For history of organization, see Report of 1886.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Cash realized on amount outstanding. |
|--|----------------|--------------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding ..... | 300            | \$13,500                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | Rate of interest. | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|-------------------|---------------------|--------------------------------------|
|                      | Per cent.         |                     |                                      |
| Notes .....          | 6                 | \$2,125             | \$2,125                              |

## Cost of Road and Equipment.

|   | ROAD, | Total cost up to<br>June 30, 1891. |
|---|-------|------------------------------------|
| Roadbed, superstructure and rails.....      |       | \$11,926 02                        |
| <b>EQUIPMENT.</b>                           |       |                                    |
| Horses.....                                 |       | \$1,470 00                         |
| Harness.....                                |       | 119 49                             |
| Cars.....                                   |       | 3,441 24                           |
| Wagons, trucks, snow-plows, sleighs.....    |       | 95 00                              |
| Total cost of equipment.....                |       | \$5,125 73                         |
| Grand total cost of road and equipment..... |       | \$17,053 75                        |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                 |          |
|-----------------|----------|
| Two horses..... | \$125 00 |
|-----------------|----------|

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation.....                 | \$4,620 55 |
| Less operating expenses (excluding all taxes)..... | 3,361 00   |
| Net earnings from operation.....                   | \$659 55   |
| Income from sources, as follows, viz.:             |            |
| Advertising.....                                   | 95 00      |
| Gross income from all sources.....                 | \$754 55   |
| Deductions from income, as follows, viz.:          |            |
| Taxes on property used in operation of road.....   | \$209 51   |
| Interest on funded debt due and accrued.....       | 158 61     |
|  | 368 12     |
| Surplus for year ending June 30, 1891.....         | \$386 43   |

## General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$386 43   |
| Surplus up to June 30, 1890.....           | 1,132 15   |
| Total surplus June 30, 1891.....           | \$1,477 58 |

## Analysis of Gross Earnings and Operating Expenses.

|   |  |            |
|---|--|------------|
| <b>EARNINGS.</b>  |  |            |
| From passengers.....  |  | \$4,620 55 |
| <b>OPERATING EXPENSES.</b>  |  |            |
| Repairs of roadbed and track.....                                   |  | \$253 01   |
| Repairs of buildings and fixtures.....                              |  | 35 06      |
| Repairs of cars and other vehicles.....                             |  | 126 21     |
| Repairs of harness and stable equipment.....                        |  | 41 02      |
| Horseshoeing.....   |  | 128 25     |
| Provender (including expense of grinding).....                      |  | 983 15     |
| Salaries of general officers and clerks.....                        |  | 360 00     |
| Wages of conductors and drivers on horse cars.....                  |  | 1,430 30   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... |  | 360 00     |
| Light and fuel.....   |  | 73 02      |
| Water tax.....  |  | 20 00      |
| Legal expenses.....   |  | 6 75       |
| Advertising, printing and office expenses.....                      |  | 64 57      |
| Insurance.....  |  | 50 00      |
| Removal of snow and ice.....  |  | 8 37       |
| Contingencies: Rent, \$150; medicine, \$1.45; total.....            |  | 151 45     |
| Total operating expenses.....                                       |  | \$3,361 00 |

## General Balance Sheet June 30, 1891.

|                             |  |             |
|-----------------------------|--|-------------|
| <b>ASSETS.</b>              |  |             |
| Cost of road.....           |  | 11,926 02   |
| Cost of equipment.....      |  | 5,125 73    |
| Current assets, as follows: |  |             |
| Cash on hand.....           |  | 49 04       |
|                             |  | \$17,080 79 |

# ONEIDA.

849

## LIABILITIES.

|                                |             |
|--------------------------------|-------------|
| Capital stock.....             | \$18,500 00 |
| Funded debt .....              | 2,125 00    |
| Profit and loss (surplus)..... | 1,477 89    |
|                                | <hr/>       |
|                                | \$17,102 89 |

## Characteristics of Road, Equipment, Etc.

|  |   |
|--|---|
| Single track, main line, from Oneida to West Shore Railroad, miles ..... | 1 1/4                                   |
| Weight of rail per yard .....  | 47 lbs.                                 |
| Gauge of track .....   | 4 ft. 8 1/2 in.                         |
| Number of box cars .....   | 3                                       |
| Horses and mules.....  | 9                                       |
| Schedule time making trip one way.....                                   | 15 minutes.                             |
| Cars are run .....   | Every 15 minutes from each end of road. |
| Rate of fare per passengers.....   | 5 cents.                                |
| Number of passengers carried in cars during year.....                    | 102,738                                 |
| Average number of employees (including officials) during year.....       | 6                                       |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.                    | Annual salary. |
|------------------------------|----------------|
| Secretary and treasurer..... | \$300 00       |
| Superintendent.....          | 540 00         |

## OTHER EMPLOYEES.

|               | Average number of hours on duty per day. | Wages per month. |
|---------------|--|------------------|
| Drivers.....  | 11                                       | \$37 50          |
| Hostlers..... | 10                                       | 30 00            |

## ACCIDENTS.

| ACCIDENTS.                            |       | Injured. |
|---------------------------------------|-------|----------|
| Other than passenger or employee..... | ..... | 1        |

## Officers of the Company.

| Name.               | Title.                       | Official Address. |
|---------------------|------------------------------|-------------------|
| W. E. NORTHRUP..... | President .....              | Oneida, N. Y.     |
| H. C. STONE.....    | Secretary and Treasurer..... | Oneida, N. Y.     |
| GEORGE LEGGETT..... | Superintendent.....          | Oneida, N. Y.     |

## Directors of the Company.

| Name.                 | Residence.    |
|-----------------------|---------------|
| JOHN J. HODGE.....    | Oneida, N. Y. |
| SMYTHOUR HARVEY.....  | Oneida, N. Y. |
| J. E. STONE.....      | Oneida, N. Y. |
| W. E. NORTHRUP.....   | Oneida, N. Y. |
| H. S. KLOCK.....      | Oneida, N. Y. |
| MRS. W. A. STONE..... | Oneida, N. Y. |
| E. J. BROWN.....      | Oneida, N. Y. |
| E. E. COON.....       | Oneida, N. Y. |
| H. C. STONE.....      | Oneida, N. Y. |

Title of company, Oneida Railway Company.

General offices at Oneida, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in October.

For information as to this report, address H. C. Stone, Secretary.

## ONEIDA STREET (Utica).

(Date of charter, January 12, 1887.)

For history of organization, see Report of 1887.

## Capital Stock.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter .....     | 400            | \$40,000            | .....                                      |
| Issued for actual cash.....            | 65             | 6,500               | \$650                                      |
| Issued on account of construction..... | 318            | 31,800              | .....                                      |
| Issued.....                            | 17             | 1,700               | .....                                      |
| Total now outstanding.....             | 400            | \$40,000            | \$650                                      |

## Cost of Road and Equipment.

| ROAD.  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Roadbed, superstructure and rails .....            | \$9,605 74                         |
| Real estate.....                                   | 1,512 00                           |
| Interest and discount charged to construction..... | 26,353 48                          |
| Total cost of road.....                            | \$37,671 11                        |

## EQUIPMENT.

|   |             |
|---|-------------|
| Cars.....                                   | \$2,328 88  |
| Grand total cost of road and equipment..... | \$40,000 00 |

## Income Account for Year Ending June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$1,589 25 |
| Less operating expenses (excluding all taxes) ..... | 896 48     |
| Gross income from all sources.....                  | \$702 80   |
| <i>Deductions from income, as follows, viz.:</i>    |            |
| Taxes on property used in operation of road.....    | \$46 25    |
| Surplus for year ending June 30, 1891 .....         | \$656 55   |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$1,589 25 |
|----------------------|------------|

## OPERATING EXPENSES.

|  |       |
|--|-------|
| Repairs of roadbed and track.....                  | 11 00 |
| Repairs of buildings and fixtures.....             | 10 24 |
| Repairs of harness and stable equipment .....      | 3 08  |
| Horseshoeing.....                                  | 15 13 |
| Renewals of horses and mules.....                  | 10 00 |
| Provender (including expense of grinding).....     | 2 30  |
| Wages of conductors and drivers on horse cars..... | 5 14  |
| Advertising, printing and office expenses.....     | 3 00  |
| Insurance.....                                     | 10 72 |
| Total operating expenses.....                      | 85 45 |

# ONEIDA STREET.

851

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |                    |
|--|--------------------|
| Cost of road.....                        | \$37,871 17        |
| Cost of equipment.....                   | 2,328 83           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | 653 85             |
|  | <u>\$40,653 85</u> |
| LIABILITIES.                             |                    |
| Capital stock.....                       | \$40,000 00        |
| Profit and loss (surplus).....           | 653 85             |
|  | <u>\$40,653 85</u> |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i> |                 | Miles.      |
|--|-----------------|-------------|
| Single track, main line.....                           |                 | 1.5         |
| Sidings on main line and branches.....                 |                 | .07         |
| Total length of all tracks and sidings owned.....      |                 | <u>1.57</u> |
| Weight of rail per yard.....                           | 35 lbs.         |             |
| Gauge of track.....                                    | 4 ft. 8½ in.    |             |
| Number of box cars.....                                | 2               |             |
| Open car.....  | 1               |             |
| Schedule time making trip one way.....                 | 30 minutes.     |             |
| Cars are run.....                                      | Every half hour |             |
| Rate of fare per passenger.....                        | 5 cents.        |             |
| Number of passengers carried in cars during year.....  | 31,785          |             |

## Officers of the Company.

| Name.               | Title.                            | Official Address. |
|---------------------|-----------------------------------|-------------------|
| HENRY NEY.....      | President.....                    | Utica, N. Y.      |
| FRANK J. CRONK..... | Secretary and Superintendent..... | Utica, N. Y.      |
| WM. O. WILCOX.....  | Treasurer.....                    | Utica, N. Y.      |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| HENRY NEY.....           | Utica, N. Y.    |
| WM. O. WILCOX.....       | Utica, N. Y.    |
| FRANK J. CRONK.....      | Utica, N. Y.    |
| THOMAS J. GRIFFITH.....  | Utica, N. Y.    |
| HENRY M. NEY.....        | Utica, N. Y.    |
| DANIEL L. JONES, JR..... | Brooklyn, N. Y. |
| ISAAC D. REYNOLDS.....   | Brooklyn, N. Y. |

Title of company, Oneida Street Railroad Company.  
 General offices at 69 Genesee street, Utica, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, January 12.  
 For information as to this report, address Henry Ney, President.

## ONEONTA.

(Date of charter, November 23, 1887.)

## Capital Stock.

|   | No. of shares. | Total par value. |
|---|----------------|------------------|
| Authorized by law or charter and now outstanding..... | 200            | \$20,000         |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment.

|   | ROAD.      | Total cost up to<br>June 30, 1891. |
|---|------------|------------------------------------|
| Roadbed, superstructure and rails.....      |            | \$14,892 34                        |
| Real estate.....                            |            | 1,090 00                           |
| Buildings and fixtures.....                 |            | 12 15                              |
| Total cost of road .....                    |            | \$15,994 49                        |
|   | EQUIPMENT. |                                    |
| Horses.....                                 |            | \$1,304 00                         |
| Harness.....                                |            | 121 47                             |
| Cars.....                                   |            | 2,892 50                           |
| Wagons, trucks, snow-plows, sleighs.....    |            | 196 00                             |
| Total cost of equipment.....                |            | \$4,413 97                         |
| Grand total cost of road and equipment..... |            | \$20,408 46                        |

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation .....                | \$3,159 30 |
| Less operating expenses (excluding all taxes)..... | 9,901 48   |
| Net loss from operation .....                      | \$6,741 48 |
| <i>Income from other sources as follows, viz.:</i> |            |
| Team work .....                                    | \$286 80   |
| Carrying mail .....                                | 150 00     |
| Advertising in cars .....                          | 222 75     |
|  | 659 55     |
| Gross loss from all sources.....                   | \$6,081 94 |

## Deductions from income as follows, viz.:

|   |            |
|---|------------|
| Taxes on property used in operation of road ..... | \$55 39    |
| Taxes on earnings and capital stock.....          | 45 68      |
| Paid notes and interest.....                      | 542 70     |
| Accrued interest.....                             | 562 21     |
| Rents.....  | 2,148 32   |
|   | 3,349 30   |
| Deficit for year ending June 30, 1891 .....       | \$9,431 24 |

## General Income Account.

|   |            |
|---|------------|
| Deficit for year ending June 30, 1891 ..... | \$9,431 24 |
| Surplus up to June 30, 1890.....            | 487 14     |
| Total deficit June 30, 1891 .....           | \$9,944 10 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$3,159 30 |
|----------------------|------------|

## OPERATING EXPENSES.

|  |            |
|--|------------|
| Repairs of buildings and fixtures.....                                       | \$4 38     |
| Repairs of cars and other vehicles.....                                      | 126 48     |
| Repairs of harness and stable equipment.....                                 | 55 17      |
| Horseshoeing .....   | 110 31     |
| Renewals of horses and mules.....  | 37 00      |
| Provender (including expense of grinding).....                               | 1 00       |
| Salaries of general officers and clerks .....                                | 5,115 00   |
| Wages of conductors and drivers on horse cars .....                          | 7 15       |
| Wages of watchmen, starters, switchmen, roadmen, hostlers and other men..... | 1 00       |
| Light and fuel.....  | 1 45       |
| Advertising, printing and office expenses.....                               | 1 25       |
| Insurance.....   | 1 00       |
| Contingencies .....  | 1 14       |
| Total operating expenses.....  | \$9,100 10 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |             |
|--|-------------|
| Cost of road.....                        | \$15,904 49 |
| Cost of equipment.....                   | 4,413 97    |
| <i>Current assets, as follows, viz.:</i> |             |
| Cash on hand.....                        | 479 98      |
| Bills receivable, payable in stone.....  | 24 70       |
| Bills receivable.....                    | 25 80       |
| Profit and loss (deficiency).....        | 8,944 10    |
|  | <hr/>       |
|  | \$29,792 54 |

## LIABILITIES.

|   |             |
|---|-------------|
| Capital stock.....                            | \$20,000 00 |
| <i>Current liabilities, as follows, viz.:</i> |             |
| Interest due and accrued.....                 | 582 21      |
| Open accounts.....                            | 9,230 33    |
|   | <hr/>       |
|   | \$29,792 54 |

## Characteristics of Road, Equipment, Etc.

|  |   |
|--|---|
| Single track, main line, from Glenwood cemetery to near Fonda avenue, miles..... | 2.27  |
| Weight of rails per yard.....  | 35 and 33 lbs.  |
| Gauge of track.....  | 4 ft. 8½ in.  |
| Number of box cars.....  | 3   |
| Open cars.....   | 1   |
| Horses and mules.....  | 12  |
| Schedule time making trip one way.....   | 30 minutes.   |
| Cars are run.....  | Every half hour.  |
| Rate of fare per passenger.....  | 5 cts; 25 tickets, \$1; 6 tickets, 25 cts; 140 tickets, \$5 |
| Average number of employees (including officials) during year.....               | Five on salary.   |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS AND CLERKS.

## Annual salary.

|   |            |
|---|------------|
| President and superintendent.....         | \$1,800 00 |
| Treasurer, secretary and book-keeper..... | 480 00     |

## OTHER EMPLOYEES.

|               | Average number of hours on duty per day. | Wages per day. |
|---------------|--|----------------|
| Drivers.....  | 14                                       | \$1 00         |
| Boadmen.....  | 10                                       | 1 50           |
| Hostlers..... | 14                                       | 1 14½          |

## Officers of the Company.

| Name.                    | Title.                            | Official Address. |
|--------------------------|-----------------------------------|-------------------|
| GEO. I. WILBER.....      | President and Superintendent..... | Oneonta, N. Y.    |
| T. D. TALLMADGE, Jr..... | Secretary and Treasurer.....      | Oneonta, N. Y.    |

## Directors of the Company.

| Name.               | Residence.     |
|---------------------|----------------|
| GEO. I. WILBER..... | Oneonta, N. Y. |
| D. F. WILBER.....   | Oneonta, N. Y. |
| REYNOLDS.....       | Oneonta, N. Y. |
| A. NORTON.....      | Oneonta, N. Y. |
| GOLDSMITH.....      | Oneonta, N. Y. |
| WHIPPLE.....        | Oneonta, N. Y. |
| N. BULL.....        | Oneonta, N. Y. |

of company, Oneonta Street Railway Company.  
 eral offices at Oneonta, N. Y.  
 e of close of fiscal year, December 31.  
 e of stockholders' annual meeting, on Monday next preceding the second Tues-  
 day in January.  
 Information as to this report, address T. D. Tallmadge, Jr., Secretary.

## OSWEGO.

(Date of charter, May 7, 1885.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 400            | \$20,000            | \$19,685                                   |

## FUNDED DEBT.

| DESIGNATION OF LIEN.    | When due.    | INTEREST.  |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|-------------------------|--------------|------------|------------------|-----------------------------|--|
|                         |              | Rate.      | When<br>payable. |                             |  |
| Bond and mortgage ..... | July 1, 1896 | p. c.<br>5 | July 1 & Jan. 1  | \$7,500                     | \$7,500  |

## Cost of Road and Equipment.

| ROAD.   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails .....             |  | \$13,908 78   |
| Real estate.....                                    | \$287 00   | 612 00  |
| Buildings and fixtures .....                        |  | 2,413 05  |
| Interest and discount charged to construction ..... |  | 262 00  |
| Total cost of road.....                             | \$287 00   | \$17,196 83   |
| EQUIPMENT.  |  |   |
| Horses.....   |  | \$3,775 00  |
| Harness .....                                       |  | 471 25  |
| Cars.....   |  | 4,027 50  |
| Wagons, trucks, snow-plows, sleighs .....           | \$160 00   | 572 15  |
| Total cost of equipment.....                        | \$160 00   | \$8,845 75  |
| Grand total cost of road and equipment .....        | \$397 00   | \$26,042 58   |

## Income Account for Year Ending June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$7,505 54 |
| Less operating expenses (excluding all taxes) ..... | 8,405 25   |
| Net deficit from operation.....                     | \$1 21     |
| Deductions from income, as follows, viz.:           |            |
| Taxes on property used in operation of road .....   | \$97 70    |
| Taxes on earnings and capital stock.....            | 39 97      |
| Taxes other than above .....                        | 7 73       |
| Interest on funded debt due and accrued.....        | 375 00     |
| Sundry other items.....                             | 62 50      |
|   | 90         |
| Deficit for year ending June 30, 1891 .....         | \$1 21     |



## General Income Account.

|  |                   |
|--|-------------------|
| Deficit for year ending June 30, 1891..... | \$1,768 21        |
| Deficit up to June 30, 1890 .....          | 1,242 84          |
| <b>Total deficit June 30, 1891 .....</b>   | <b>\$3,001 06</b> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$7,505 54 |
|----------------------|------------|

## OPERATING EXPENSES.

|   |                   |
|---|-------------------|
| Repairs of roadbed and track.....                                   | \$875 99          |
| Repairs of buildings and fixtures.....                              | 103 44            |
| Repairs of cars and other vehicles.....                             | 818 40            |
| Repairs of harness and stable equipment.....                        | 80 34             |
| Horseshoeing.....   | 387 84            |
| Renewals of horses and mules.....                                   | 690 00            |
| Provender (including expense of grinding).....                      | 2,015 84          |
| Salaries of general officers and clerks.....                        | 250 00            |
| Wages of conductors and drivers on horse cars.....                  | 1,510 27          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,624 44          |
| Light and fuel.....   | 18 87             |
| Water tax.....  | 46 06             |
| Advertising, printing and office expenses.....                      | 60 60             |
| Removal of snow and ice.....  | 45 94             |
| Contingencies.....  | 683 32            |
| <b>Total operating expenses .....</b>                               | <b>\$8,680 86</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                    |
|--|--------------------|
| Cost of road.....                        | \$17,196 61        |
| Cost of equipment.....                   | 8,845 78           |
| <i>Current assets, as follows, viz.:</i> |                    |
| Cash on hand.....                        | 232 09             |
| Balance due on capital stock.....        | 815 00             |
| Profit and loss (deficiency).....        | 3,001 06           |
|  | <b>\$29,590 48</b> |

## LIABILITIES.

|   |                    |
|---|--------------------|
| Capital stock.....                            | \$20,000 00        |
| Funded debt.....                              | 7,500 00           |
| <i>Current liabilities, as follows, viz.:</i> |                    |
| Bills payable.....                            | 160 00             |
| Open accounts.....                            | 1,930 48           |
|   | <b>\$29,590 48</b> |

## Characteristics of Road, Equipment, Etc.

|   |               |
|---|---------------|
| <i>Length of railway owned by company, as follows, viz.:</i>                                  | <b>Miles.</b> |
| Single track, main line, from East Tenth street to West Third avenue....                      | 1.77          |
| Single track, branch, from West First and Bridge streets to West Utica and First streets..... | .26           |
| <b>Total length of single track on main line and branches.....</b>                            | <b>2.03</b>   |
| Weight of rail per yard.....  | 45 lbs.       |
| Gauge of track.....   | 4 ft. 8½ in.  |
| Number of box cars.....   | 5             |
| Horses and mules.....   | 20            |
| Cars are run.....   | Every 15 min. |
| Rate of fare per passenger.....   | 4 and 5 cts.  |
| Number of passengers carried in cars during year.....   | 155,375       |
| Average number of employees (including officials), during year.....                           | 8             |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICER.

|                                     |                            |
|-------------------------------------|----------------------------|
| Secretary and acting treasurer..... | Annual salary.<br>\$250 00 |
|-------------------------------------|----------------------------|

## OTHER EMPLOYEES.

|                          | Average<br>number of<br>hours on duty<br>per day. | Wages<br>per day. |
|--------------------------|---|-------------------|
| Drivers.....             | 15  | \$1.25            |
| Watchman.....            | 12  | 1.15              |
| Hostlers.....            | 12  | 1.00              |
| Barn superintendent..... | 14  | 1.25              |

## Officers of the Company.

| Name.                    | Title.         | Official Address. |
|--------------------------|----------------|-------------------|
| FRANCIS J. CALLANEN..... | President..... | Oswego, N. Y.     |
| JOHN P. PHELPS.....      | Secretary..... | Oswego, N. Y.     |
| EDGAR A. VAN HORNE.....  | Treasurer..... | Oswego, N. Y.     |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| FRANCIS J. CALLANEN..... | Oswego, N. Y.   |
| MATTLAND E. GRAVES.....  | Oswego, N. Y.   |
| EDGAR A. VAN HORNE.....  | Oswego, N. Y.   |
| GEORGE N. BURT.....      | Oswego, N. Y.   |
| LAWRENCE CLANCY.....     | Oswego, N. Y.   |
| THOMAS PEARSON.....      | Oswego, N. Y.   |
| CHARLES A. TANNER.....   | Oswego, N. Y.   |
| MAX B. RICHARDSON.....   | Oswego, N. Y.   |
| JAMES B. DONNELLY.....   | Oswego, N. Y.   |
| JOHN P. PHELPS.....      | Oswego, N. Y.   |
| WM. KEENAN.....          | Utica, N. Y.    |
| EBEN SHORY.....          | Syracuse, N. Y. |
| DAVID MCCARTHY.....      | Syracuse, N. Y. |

Title of company, Oswego Street Railway Company.

General offices at Oswego, N. Y.

Date of close of fiscal year, April 30.

Date of stockholders' annual meeting, last Monday in April.

For information as to this report, address John P. Phelps, Secretary.

## PELHAM PARK.

(Date of charter, August 30, 1884.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. | Cash<br>on a/c<br>out- | Issued<br>un-<br>ding. |
|---|----------------|---------------------|------------------------|------------------------|
| Authorized by law or charter .....      | 2,000          | \$50,000            | .....                  | .....                  |
| Issued on account of construction ..... | 1,500          | \$37,500            | .....                  | .....                  |
| Issued for cash and construction .....  | 500            | 12,500              | .....                  | \$1,250                |
| Total now outstanding .....             | 2,000          | \$50,000            | .....                  | \$1,250                |

# PELHAM PARK.

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## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.     | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|---------------|-----------|---------------|---------------------|--------------------------------------|
|                      |               | Rate.     | When payable. |                     |                                      |
| First mortgage.....  | April 1, 1907 | P.C.<br>6 | April & Oct.  | \$38,000            | \$36,578                             |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....             | \$592 08   | \$33,791 43   |
| Right of way.....                                  | 45 25  | 4,985 23  |
| Real estate.....                                   | 96 00  | 2,244 23  |
| Buildings and fixtures.....                        |  | 341 02  |
| Interest and discount charged to construction..... | 54 00  | 2,475 71  |
| Total cost of road.....                            | \$787 33   | \$43,837 62   |
| <b>EQUIPMENT.</b>                                  |  |   |
| Horses .....                                       | \$1,040 00   | \$2,703 90  |
| Harness .....                                      |  | 204 84  |
| Cars .....   |  | 5,474 28  |
| Wagons, trucks, snow-plows and sleighs.....        |  | 218 18  |
| Total cost of equipment.....                       | \$1,040 00   | \$8,601 20  |
| Grand total cost of road and equipment.....        | \$1,827 33   | \$52,438 82   |

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation .....                          | \$9,568 74 |
| Less operating expenses (excluding all taxes).....           | 5,609 85   |
| Net earnings from operation.....                             | \$3,958 89 |
| <i>Income from other sources, as follows, viz.:</i>          |            |
| Interest .....   | 96 00      |
| Gross income from all sources.....                           | \$4,054 89 |
| <i>Deductions from income, as follows, viz.:</i>             |            |
| Taxes on earnings and capital stock.....                     | \$330 00   |
| Interest on funded debt due and accrued.....                 | 1,980 00   |
| Other charges .....  | 392 50     |
|  | 2,652 50   |
| Net income from all sources .....                            | \$1,402 39 |
| <i>Payments from net income, as follows, viz.:</i>           |            |
| 1 Dividends declared, 3 to 4 per cent, on capital stock..... | 1,538 96   |
| Profit for year ending June 30, 1891 .....                   | \$136 57   |

## General Income Account.

|   |            |
|---|------------|
| 1 Profit for year ending June 30, 1891..... | \$136 57   |
| 2 Plus up to June 30, 1890.....             | 2,409 35   |
| Total surplus June 30, 1891.....            | \$2,272 78 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                 |  |                   |
|---------------------------|--|-------------------|
| From passengers.....      |  | \$9,306 24        |
| From mail.....            |  | 262 50            |
| Total gross earnings..... |  | <u>\$9,568 74</u> |

## General Balance Sheet June 30, 1881.

| ASSETS.   |  |                    |
|---|--|--------------------|
| Cost of road.....                                     |  | \$43,837 03        |
| Cost of equipment.....                                |  | 8,601 20           |
| <i>Other permanent investments, as follows, viz.:</i> |  |                    |
| Stock and bonds, City Island Railroad.....            |  | 40,126 17          |
| <i>Current assets, as follows, viz.:</i>              |  |                    |
| Cash on hand.....                                     |  | 1,443 11           |
| Open accounts.....                                    |  | 1,263 29           |
| Supplies on hand.....                                 |  | 75 00              |
| Sundries.....   |  | 294 30             |
|   |  | <u>\$95,640 78</u> |

| LIABILITIES.                                  |          |                    |
|---|----------|--------------------|
| Capital stock.....                            |          | \$50,000 00        |
| Funded debt.....                              |          | 38,000 00          |
| <i>Current liabilities, as follows, viz.:</i> |          |                    |
| Interest on funded debt due and accrued.....  | \$570 00 |                    |
| Dividends unpaid.....                         | 298 00   |                    |
| Bills payable.....                            | 4,600 00 |                    |
|   |          | <u>5,368 00</u>    |
| Profit and loss (surplus).....                |          | 2,272 78           |
|   |          | <u>\$95,640 78</u> |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>                              |       | Miles.         |
|---|-------|----------------|
| Single track, main line, from Bartow to Marshall's.....                             |       | 1.4            |
| Sidings on main line and branches.....  |       | .1             |
| Total length of all tracks and sidings owned.....                                   |       | <u>1.5</u>     |
| <i>Length of railways actually leased and operated by this company, as follows:</i> |       |                |
| Single track from Marshall's to Franklin avenue, City Island.....                   |       | 1.6            |
| Sidings.....  |       | .2             |
| Total length of all tracks and sidings leased.....                                  |       | <u>1.8</u>     |
| Grand total length of all tracks and sidings owned and leased.....                  |       | <u>3.3</u>     |
| Weight of rail per yard.....  |       | 30 to 57 lbs.  |
| Gauge of track.....   |       | 3 ft. 6 in.    |
| Number of box cars.....   |       | 6              |
| Open cars.....  |       | 2              |
| Horses and mules.....   |       | 11             |
| Schedule time making trip one way.....  |       | 25 min.        |
| Cars are run.....   | 30 to | 80 trips daily |
| Rate of fare per passenger.....   |       | 2½ to 5 cents  |
| Number of passenger carried in cars during year, estimated at.....                  |       | 168,000        |
| Average number of employees (including officials) during year.....                  |       | 6              |

## Wages of Employees.

|                          | Average number of hours on duty per day. | Wage      |
|--------------------------|--|-----------|
| Drivers and roadman..... | 8 to 12                                  | \$1 50 to |
| Hostlers.....            | 15                                       | 15        |

# PELHAM PARK.

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## Officers of the Company.

| <i>Name.</i>         | <i>Title.</i>        | <i>Official Address.</i>            |
|----------------------|----------------------|-------------------------------------|
| W. R. LAMBERTON..... | President.....       | 16 & 18 Exchange place, N. Y. city. |
| E. N. ANABLE.....    | Secretary and Treas. | 16 & 18 Exchange place, N. Y. city. |
| FREDERICK UNDERHILL. | Superintendent.....  | City Island, N. Y.                  |

## Directors of the Company.

| <i>Name.</i>                | <i>Residence.</i>       |
|-----------------------------|-------------------------|
| W. R. LAMBERTON .....       | Pelham Manor, N. Y.     |
| INGLIS STUART.....          | New York city.          |
| ETHAN W. WATERHOUSE.....    | City Island, N. Y.      |
| ELIPHALET NOTT ANABLE ..... | Long Island City, N. Y. |
| HENRY D. CAREY.....         | City Island, N. Y.      |
| HOWARD NOTT POTTER.....     | New Rochelle, N. Y.     |
| SHERMAN T. PELL.....        | City Island, N. Y.      |

Title of company, Pelham Park Railroad Company.

General offices at City Island; branch office, 16 and 18 Exchange place, N. Y. city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in June.

For information as to this report, address Pelham Park Railroad Company, 16 and 18 Exchange place, New York city.

## PEOPLE'S (Syracuse).

(Date of charter, April 22, 1887.)

On November 1, 1890, the Central City Railway and the Syracuse and Onondaga Railway were consolidated, by perpetual lease of each, with the People's Railroad Company.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....                           | 10,000         | \$1,000,000      | .....                                |
| Issued on account of construction.....                      | 3,000          | \$300,000        | \$520                                |
| Issued for roads purchased and for completion of same ..... | 7,000          | 700,000          | .....                                |
| Total now outstanding .....                                 | 10,000         | \$1,000,000      | \$520                                |

### FUNDED DEBT.

| DESIGNATION OF LIEN.      | When due. | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|---------------------------|-----------|-----------|---------------|---------------------|--------------------------------------|
|                           |           | Rate.     | When payable. |                     |                                      |
| First mortgage bond ..... | . 1921    | P.C.<br>5 | Jan. & July.  | \$736,000           | \$736,000                            |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....             | \$5,085 14   | \$7,713 35  |
| Right of way.....                                  | 3,500 00   | 4,500 00  |
| Real estate.....                                   | 4,025 00   | 4,025 00  |
| Buildings and fixtures.....                        | 6,283 39   | 6,616 35  |
| Interest and discount charged to construction..... | 129 35   | 287 31  |
| Road built by contract.....                        |  | 628,020 00  |
| Purchase of constructed road.....                  | 1,100,408 97   | 1,100,408 97  |
| Total cost of road.....                            | \$1,119,426 45   | \$1,751,536 54  |
| <b>EQUIPMENT.</b>                                  |  |   |
| Horses.....  | \$3,285 22   | \$4,265 22  |
| Harness.....                                       | 390 79   | 451 97  |
| Cars.....  | 8,750 00   | 8,950 05  |
| Wagons, trucks, snow-plows, sleighs.....           |  | 156 30  |
| Total cost of equipment.....                       | \$12,426 01  | \$13,824 14   |
| Grand total cost of road and equipment.....        | \$1,131,852 46   | \$1,765,360 68  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |                |
|--|----------------|
| Paving.....  | \$4,400 14     |
| Printing bonds.....  | 625 00         |
| Right of way.....  | 3,500 00       |
| Additions to buildings.....  | 512 16         |
| Advances on contract for new office and car-house, not completed.....                  | 5,771 33       |
| Interest account, construction.....  | 129 35         |
| Additional horses (twenty-four).....   | 3,285 22       |
| Additional harness.....  | 390 79         |
| Twelve new cars (less freight).....  | 8,750 00       |
| Purchase of real estate.....   | 4,025 00       |
| Central City Railway and Syracuse and Onondaga Railway, acquired November 1, 1890..... | 1,100,408 97   |
| Total.....   | \$1,131,852 46 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                 | \$110,396 76 |
| Less operating expenses (excluding all taxes)..... | 87,360 43    |
| Net earnings from operation.....                   | \$23,036 33  |

## Income from other sources, as follows, viz.:

|               |          |
|---------------|----------|
| Rent.....     | \$549 29 |
| Interest..... | 877 80   |
|               | 1,426 09 |

|                                    |             |
|------------------------------------|-------------|
| Gross income from all sources..... | \$24,462 97 |
|------------------------------------|-------------|

## Deductions from income, as follows, viz.:

|  |            |
|--|------------|
| Taxes on property used in operation of road..... | \$2,429 74 |
| Taxes on earnings and capital stock.....         | 755 42     |
| Taxes other than above.....                      | 33 75      |
| Interest on funded debt due and accrued.....     | 18,400 00  |
|  | 21,618 91  |

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$2,844 06 |
|--|------------|

## General Income Account.

|  |            |
|--|------------|
| Surplus for year ending June 30, 1891..... | \$2,844 06 |
| Surplus up to June 30, 1890.....           | 14, 89     |
| Total surplus June 30, 1891.....           | \$17, 95   |

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                      |              |
|----------------------|--------------|
| From passengers..... | \$110,886 76 |
|----------------------|--------------|

OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of roadbed and track.....                                   | \$1,967 71 |
| Repairs of buildings and fixtures.....                              | 290 62     |
| Repairs of cars and other vehicles.....                             | 1,456 06   |
| Repairs of harness and stable equipment.....                        | 623 23     |
| Horseshoeing.....   | 3,525 38   |
| Renewals of horses and mules.....                                   | 2,754 78   |
| Provender(including expense of grinding).....                       | 20,913 68  |
| Salaries of general officers and clerks.....                        | 4,064 78   |
| Wages of conductors and drivers on horse cars.....                  | 26,529 13  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 16,512 66  |
| Light and fuel.....   | 1,544 40   |
| Water tax.....  | 872 84     |
| Damages to persons and property.....                                | 1,048 55   |
| Legal expenses.....   | 387 74     |
| Advertising, printing and office expenses.....                      | 527 78     |
| Insurance.....  | 2,711 55   |
| Removal of snow and ice.....  | 265 79     |

Contingencies :

|  |          |
|--|----------|
| Drugs, etc.....                                    | \$143 37 |
| Veterinary.....                                    | 150 50   |
| Telephones.....                                    | 120 00   |
| Rent of track.....                                 | 240 00   |
| Pasturing horses.....                              | 71 82    |
| Street sprinkler.....                              | 42 00    |
| Hired teams.....                                   | 234 75   |
| Rent and care of waiting-room at Walnut Grove..... | 34 50    |
| Subscriptions, charities, etc.....                 | 237 00   |
| Traveling expenses, etc.....                       | 818 19   |
| Party disbursements.....                           | 141 79   |
|  | 1,735 92 |

|                               |             |
|-------------------------------|-------------|
| Total operating expenses..... | \$27,360 48 |
|-------------------------------|-------------|

General Balance Sheet June 30, 1891.

ASSETS.

|                                 |                |
|---------------------------------|----------------|
| Cost of road and equipment..... | \$1,765,360 68 |
|---------------------------------|----------------|

Current assets as follows, viz. :

|                    |                |
|--------------------|----------------|
| Cash on hand.....  | 5,949 21       |
| Open accounts..... | 250 00         |
|                    | \$1,771,559 89 |

LIABILITIES.

|                    |                |
|--------------------|----------------|
| Capital stock..... | \$1,000,000 00 |
| Funded debt.....   | 786,000 00     |

Current liabilities, as follows, viz. :

|                                |                |
|--------------------------------|----------------|
| Bills payable.....             | 14,788 35      |
| Open accounts.....             | 3,232 69       |
| Profit and loss (surplus)..... | 17,538 85      |
|                                | \$1,771,559 89 |

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :

|   | Miles. |
|---|--------|
| Single track, main line, from Wolf street to southern terminus.....       | 5.897  |
| Single track, main line, from Onondaga Lake to Brighton.....              | 4.500  |
| Single track, branch, from James and Warren streets to Salina street..... | .068   |
| Single track, branch, from Kennedy street to Oakwood avenue.....          | .375   |
| Single track, branch, from Salina street to Third North street.....       | .625   |
| Total length of single track on main line and branches.....               | 11.453 |
| Second track on main line and branches.....                               | 7.34   |
| Sidings on main line and branches.....                                    | .642   |
| Total length of all tracks and sidings owned.....                         | 19.436 |

|   |                     |
|---|---------------------|
| Weight of rails per yard.....                                       | 47, 51, 66% lbs.    |
| Gauge of track .....  | 4 ft. 8 1/2 ins.    |
| Number of box cars.....   | 5                   |
| Open cars .....   | 4                   |
| Horses .....  | 20                  |
| Schedule time making trip one way.....                              | 40 and 50 min.      |
| Cars are run .....  | Every 8 and 10 min. |
| Rate of fare per passenger.....                                     | 5 cents             |
| Number of passengers carried in cars during year.....               | 2,264,000           |
| Average number of employees (including officials) during year ..... | 19                  |

**Salaries, Wages, Etc., of Officers and Employees.****OFFICERS AND CLERKS.**

Annual salary.

|                                  |            |
|----------------------------------|------------|
| General officers and clerks..... | \$4,000 00 |
|----------------------------------|------------|

**OTHER EMPLOYEES.**

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Conductors ..... | 11 1/4                                   | \$2 4          |
| Drivers.....     | 11 1/4                                   | 1 5            |
| Watchmen .....   | 12                                       | 1 5            |
| Roadmen.....     | 10                                       | 1 5            |
| Hostlers.....    | 11                                       | 1 5            |

**ACCIDENTS.**

Injured

|                  |   |
|------------------|---|
| Passengers ..... | 1 |
|------------------|---|

**Officers of the Company.**

| Name.              | Title.               | Official Address. |
|--------------------|----------------------|-------------------|
| A. N. PALMER.....  | President.....       | Syracuse, N. Y.   |
| H. H. DURE.....    | Secretary.....       | Utica, N. Y.      |
| F. W. BARKER.....  | Treasurer.....       | Syracuse, N. Y.   |
| J. H. MOFFITT..... | General Manager..... | Syracuse, N. Y.   |

**Directors of the Company.**

| Name.                  | Residence.      |
|------------------------|-----------------|
| A. N. PALMER.....      | Syracuse, N. Y. |
| F. W. BARKER.....      | Syracuse, N. Y. |
| THOMAS HUNTER.....     | Utica, N. Y.    |
| CHARLES H. CHILDS..... | Utica, N. Y.    |
| S. A. BRADSDLEY.....   | Utica, N. Y.    |
| F. J. CALLAHAN.....    | Utica, N. Y.    |
| J. M. CHILDS.....      | Utica, N. Y.    |
| A. T. GOODWIN.....     | Utica, N. Y.    |
| J. R. SWAN.....        | Utica, N. Y.    |

Title of company, The People's Railroad Company of Syracuse.

General offices at 75 Genesee street, Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders annual meeting, second Tuesday of January.

For information, as to this report, address F. W. Barker, Treasurer.



PROSPECT PARK AND CONEY ISLAND (City Division).

LESSEE.

OPERATED BY ATLANTIC AVENUE OF BROOKLYN.

(Date of charter, October 9, 1874.)

For history of organization, see Report of 1886.

Funded Debt.

| DESIGNATION OF LIEN.        | When due. | INTEREST. |                 | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------------------|-----------|-----------|-----------------|---------------------|--------------------------------------|
|                             |           | Rate.     | When payable.   |                     |                                      |
| Real estate mortgage.....   | .....     | P.C.      | June 1 & Dec. 1 | \$5,000 00          | \$5,000 00                           |
| General mortgage bonds..... | 1894      | 5         | July and Jan.   | 61,704 92           | 61,704 92                            |
| Total .....                 | .....     | .....     | .....           | \$66,704 92         | \$66,704 92                          |

Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure..... | \$1,872 00   | \$30,329 16   |
| Electric appliances pertaining to road and superstructure.....   | 375 62   | 375 62  |
| Real estate.....   | 345 72   | 33,670 35   |
| Buildings and fixtures .....   | .....  | 2,988 71  |
| Total cost of road .....   | \$2,593 34   | \$37,364 34   |
| EQUIPMENT.   |  |   |
| Horses .....   | \$240 00   | \$11,518 94   |
| Harness .....  | 588 90   | 2,818 50  |
| Cars .....   | .....  | 13,865 00   |
| Wagons, trucks, snow-plows, sleighs .....  | .....  | 1,000 00  |
| Total cost of equipment .....  | \$828 90   | \$29,197 44   |
| Grand total cost of road and equipment .....   | \$3,422 24   | \$66,561 78   |

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |            |
|--|------------|
| Roadbed, superstructure and rails, extending track on Park avenue..... | \$1,872 00 |
| Electric appliances, etc., procuring consents for.....                 | 375 62     |
| Real estate, assessment for improvements .....                         | 345 72     |
| Loss, increased value .....  | 240 00     |
| Loss, increased value .....  | 588 90     |
| Total .....  | \$3,422 24 |

Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation.....                  | \$164,044 05 |
| Less operating expenses (excluding all taxes) ..... | 143,080 51   |
| Net earnings from operation.....                    | \$20,963 54  |

*Income from other sources, as follows, viz.:*

|   |          |                 |
|---|----------|-----------------|
| Rent received for track.....                | \$523 86 |                 |
| Rent received for real estate.....          | 270 00   |                 |
|   |          | <u>\$793 86</u> |
| Gross income received from all sources..... |          | \$21,757 42     |

*Deductions from income, as follows, viz.:*

|  |            |                   |
|--|------------|-------------------|
| Taxes on property used in operation of road..... | \$2,996 54 |                   |
| Taxes on earnings and capital stock.....         | 767 34     |                   |
| Taxes other than above.....                      | 1,011 76   |                   |
| Interest on funded debt due and accrued.....     | 250 00     |                   |
| Rent paid leased line.....                       | 21,000 00  |                   |
| Rent paid for tracks.....                        | 3,071 77   |                   |
|  |            | <u>29,036 41</u>  |
| Deficit for year ending June 30, 1891 .....      |            | <u>\$7,328 99</u> |

**General Income Account.**

|  |                    |
|--|--------------------|
| Deficit for year ending June 30, 1891..... | \$7,328 99         |
| Deficit up to June 30, 1890.....           | 68,996 93          |
| Total deficit June 30, 1891 .....          | <u>\$76,325 92</u> |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                           |                     |
|---------------------------|---------------------|
| From passengers.....      | \$163,687 65        |
| Signs in cars.....        | 367 00              |
| Total gross earnings..... | <u>\$164,044 65</u> |

**OPERATING EXPENSES.**

|   |                     |
|---|---------------------|
| Repairs of roadbed and track.....                                   | \$2,583 26          |
| Repairs of buildings and fixtures.....                              | 686 26              |
| Repairs of cars and other vehicles.....                             | 6,280 41            |
| Repairs of harness and stable equipment.....                        | 406 46              |
| Horseshoeing.....   | 4,316 34            |
| Renewals of horses.....   | 6,112 72            |
| Provender (including expense of grinding).....                      | 37,503 00           |
| Salaries of clerks.....   | 1,099 50            |
| Wages of conductors and drivers on horse cars.....                  | 59,474 51           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 19,873 24           |
| Light and fuel.....   | 876 22              |
| Water tax.....  | 178 61              |
| Damages to persons and property.....                                | 1,273 87            |
| Legal expenses.....   | 378 28              |
| Advertising, printing and office expenses.....                      | 239 82              |
| Insurance.....  | 1,095 00            |
| Removal of snow and ice.....  | 336 35              |
| Contingencies.....  | 509 19              |
| Total operating expenses.....                                       | <u>\$143,080 51</u> |

**General Balance Sheet June 30, 1891.****ASSETS.**

|                        |             |
|------------------------|-------------|
| Cost of road.....      | \$67,364 34 |
| Cost of equipment..... | 29,197 44   |

*Current assets, as follows, viz.:*

|                                    |                 |
|------------------------------------|-----------------|
| Cash on hand.....                  | \$2,322 01      |
| Open accounts.....                 | 3,081 19        |
| Supplies on hand.....              | 2,226 87        |
|                                    | <u>7,629 17</u> |
| Profit and loss (deficiency) ..... | 76,325 92       |
|                                    | <u>\$124 17</u> |

**LIABILITIES.**

|                   |            |
|-------------------|------------|
| Funded debt ..... | 118,791 71 |
|-------------------|------------|

*Current liabilities, as follows, viz.:*

|                                       |                 |
|---------------------------------------|-----------------|
| Interest on funded debt, accrued..... | \$20 84         |
| Open accounts.....                    | 118,791 71      |
|                                       | <u>118 84</u>   |
|                                       | <u>\$118 84</u> |

# PROSPECT PARK AND CONEY ISLAND.

865

## Characteristics of Road, Equipment, Etc.

|  |                               |
|--|-------------------------------|
| <i>Length of railway owned by company, as follows:</i>   | Miles.                        |
| Single track, main line, from Ninth avenue and Twentieth street to Park avenue, and from Navy street and Park avenue to Adams and Concord streets..... | 3.25                          |
| Single track, branch, from Washington and Park avenues to Central avenue.....  | 1.875                         |
| Total length of single track on main line and branches.....  | 5.125                         |
| Second track on main line and branches.....  | 5.125                         |
| Total length of all tracks and sidings owned.....  | 10.250                        |
| Weight of rail per yard.....   | 45 and 50 lbs.                |
| Gauge of track.....  | 4 ft. 8½ in.                  |
| Number of box cars.....  | 19                            |
| Open cars.....   | 81                            |
| Horses.....  | 195                           |
| Schedule time making trip one way.....   | 45 minutes.                   |
| Cars are run.....  | From 5 to 10 minutes headway. |
| Rate of fare per passenger:  |                               |
| Adults.....  | 5 cents.                      |
| Children.....  | 3 cents.                      |
| Number of passengers carried in cars during year.....  | 3,498,502                     |
| Average number of employees (including officials) during year.....   | 85                            |

## Wages, Etc., of Employees.

|                           | Average number of hours on duty per day. | Wages per trip, equal to |
|---------------------------|--|--------------------------|
| Conductors.....           | Accord'g to law                          | Per day, \$2 00          |
| Drivers.....              | Accord'g to law                          | Per day, 2 00            |
| Starters.....             | 9  | Per day, 2 00            |
| Watchmen.....             | 10                                       | Pr w'k, \$12.25 to 13 00 |
| Hostlers and feedmen..... | 10                                       | Pr w'k, 10.50 to 12 25   |
| Tow boys.....             | 10                                       | Per day, 1 25            |
| Receivers.....            |  | Per day, 2 75            |

General offices at corner Atlantic and Third avenues, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

For information as to this report, address William J. Richardson at general office.

## PROSPECT PARK AND FLATBUSH.

(Date of charter, October 30, 1875.)

For history of organization, see Report of 1887.

On April 1, 1891, the capital stock of this company was duly surrendered to and merged in the Coney Island and Brooklyn Railroad Company.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter and now outstanding..... | 500            | \$50,000         | \$50,000                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due. | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------|-----------|-----------|---------------|---------------------|--------------------------------------|
|                            |           | Rate.     | When payable. |                     |                                      |
| First mortgage bonds ..... | 1906      | p.c.<br>6 | Feb. & Aug.   | \$20,000            | \$30.00                              |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
|  |  |   |
| Roadbed, superstructure and rails .....      | \$12,197 20  | \$65,220 00   |
| Buildings and fixtures .....                 |  | 5,066 00  |
| Total cost of road .....                     | \$12,197 20  | \$70,286 00   |
| EQUIPMENT.                                   |  |   |
| Horses .....                                 |  | \$2,875 00  |
| Harness .....                                |  | 320 75  |
| Cars .....                                   |  | 2,322 00  |
| Total cost of equipment .....                |  | \$5,517 75  |
| Grand total cost of road and equipment ..... | \$12,197 20  | \$75,803 75   |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|                                    |             |
|------------------------------------|-------------|
| Renewal of track and roadbed ..... | \$12,197 20 |
|------------------------------------|-------------|

## Income Account for Nine Months Ending March 31, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$1,707 25 |
| Less operating expenses (excluding all taxes) ..... | 3,362 00   |
| Net loss from operation .....                       | \$1,654 75 |
| <i>Income from other sources, as follows, viz.:</i> |            |
| Sales incident to operation .....                   | 2,093 00   |
| Gross income from all sources .....                 | \$658 25   |
| <i>Deductions from income, as follows, viz.:</i>    |            |
| Taxes on property used in operation of road .....   | \$85 33    |
| Taxes on earnings and capital stock .....           | 21 86      |
| Interest on funded debt due and accrued .....       | 900 00     |
|   | 1,007 19   |
| Net loss from all sources .....                     | \$448 56   |
| <i>Payments from net income, as follows, viz.:</i>  |            |
| Track rental .....                                  | 45 00      |
| Deficit for year ending March 31, 1891 .....        | \$3 56     |

## General Income Account.

|  |            |
|--|------------|
| Deficit for nine months ending March 31, 1891 .....                              | \$6 25     |
| Deficit up to June 30, 1890 .....  | \$5,901 92 |
| Adjustment of liabilities incident to taxes, interest and current expenses ..... | 151 63     |
|  | 53 80      |
| Total deficit March 31, 1891 .....   | \$6 25     |

# PROSPECT PARK AND FLATBUSH.

867

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$1,707 27 |
|----------------------|------------|

### OPERATING EXPENSES.

|   |          |
|---|----------|
| Repairs of cars and other vehicles .....                            | \$19 30  |
| Horseshoeing.....   | 55 00    |
| Provender (including expense of grinding) .....                     | 520 87   |
| Salaries of general officers and clerks.....                        | 1,000 00 |
| Wages of conductors and drivers on horse cars.....                  | 740 37   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 243 25   |
| Water tax .....   | 14 48    |
| Damages to persons and property.....                                | 610 00   |
| Legal expenses.....   | 38 74    |

|                               |            |
|-------------------------------|------------|
| Total operating expenses..... | \$3,242 01 |
|-------------------------------|------------|

## General Balance Sheet March 31, 1891.

### ASSETS.

|                         |             |
|-------------------------|-------------|
| Cost of road.....       | \$70,287 84 |
| Cost of equipment ..... | 5,718 55    |

#### Current assets, as follows, viz.:

|                                   |          |
|-----------------------------------|----------|
| Cash on hand .....                | 5 34     |
| Profit and loss (deficiency)..... | 6,547 47 |

\$82,559 00

### LIABILITIES.

|                    |             |
|--------------------|-------------|
| Capital stock..... | \$50,000 00 |
| Funded debt.....   | 20,000 00   |

#### Current liabilities, as follows, viz.:

|                              |           |
|------------------------------|-----------|
| Interest on funded debt..... | 350 00    |
| Bills payable.....           | 12,000 00 |
| Sundries .....               | 209 00    |

\$82,559 00

## Wages, Etc., of Employees.

|                  | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|------------------|---|-------------------|
| Conductors ..... | 12  | \$2 00            |
| Drivers .....    | 12  | 2 00              |
| Hostlers .....   | 12  | 1 75              |

## Officers of the Company.

| Name.                 | Title.                       | Official Address. |
|-----------------------|------------------------------|-------------------|
| H. W. SLOCUM.....     | President.....               | Brooklyn, N. Y.   |
| H. W. SLOCUM, Jr..... | Secretary and Treasurer..... | Brooklyn, N. Y.   |
| D. W. SULLIVAN.....   | Superintendent.....          | Brooklyn, N. Y.   |

## Directors of the Company.

| Name.                  | Residence.      |
|------------------------|-----------------|
| H. W. SLOCUM .....     | Brooklyn, N. Y. |
| WILLIAM MARSHALL ..... | Brooklyn, N. Y. |
| H. W. SLOCUM, Jr.....  | Brooklyn, N. Y. |
| D. W. SULLIVAN .....   | Brooklyn, N. Y. |
| W. VANDERHOFF.....     | Brooklyn, N. Y. |
| SAMUEL PARKHILL .....  | Brooklyn, N. Y. |
| THOMAS ENNIS .....     | Brooklyn, N. Y. |

## REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, Prospect Park and Flatbush Railroad Company.  
 General offices at office of Coney Island and Brooklyn Railroad Company.  
 Date of close of fiscal year, June 30.  
 For information as to this report, address Edward F. Drayton, Secretary of Coney Island and Brooklyn Railroad Company.

## BIKER AVENUE AND SANFORD'S POINT.

LESSOR.

LESSEE—STEINWAY AND HUNTER'S POINT.

(Date of charter, September 23, 1886.)

For history of organization, see Report of 1887. No report filed for year ending June 30, 1891. Operations included in report of Steinway and Hunter's Point, *post*—*R. R. Commissioners*.

## ROCHESTER.

(Date of charter, February 25, 1890.)

For history of organization, see Report of 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter.....  | 50,000         | \$5,000,000         | .....                                      |
| Issued on account of construction and in<br>exchange, as per reports for 1890..... | 40,000         | \$4,000,000         | .....                                      |
| Issued for cash .....  | 3,500          | 350,000             | \$350,000                                  |
| Issued on account of construction.....   | 6,500          | 650,000             | .....                                      |
| Total now outstanding.....   | 50,000         | \$5,000,000         | \$350,000                                  |

## FUNDED DEBT.

| DESIGNATION OF LIEN.            | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---------------------------------|--------------|-----------|------------------|-----------------------------|--|
|                                 |              | Rate.     | When<br>payable. |                             |  |
| Mortgage bonds.....             | Oct. 1, 1893 | p. c<br>7 | April & Oct.     | \$200,000                   | \$11 00  |
| Mortgage bonds.....             | Jan. 1, 1902 | 6         | Jan. & July      | 500,000                     | 500 00   |
| Mortgage bonds.....             | Apr. 1, 1919 | 6         | April & Oct.     | 175,000                     | 175 00   |
| Consolidated mortgage bonds.... | Apr. 1, 1930 | 5         | April & Oct.     | 2,000,000                   | 2,000 00   |
| Debenture bonds.....            | Mar. 1, 1911 | 6         | Mar. & Sept.     | 300,000                     | 275 00   |
| Total .....                     | .....        | .....     | .....            | \$3,175,000                 | \$3,111 00   |

Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$433,875 96   | \$593,361 69  |
| Electric appliances pertaining to road and superstructure .....   | 177,618 47   | 190,883 66  |
| Right of way .....  | 17,397 29  | 43,068 07   |
| Real estate .....   | .....  | 2,250 00  |
| Buildings and fixtures, exclusively used for electric purposes .....  | 121,981 93   | 122,683 54  |
| All other buildings and fixtures .....  | 7,730 46   | 11,677 46   |
| Interest and discount charged to construction .....   | 43,270 44  | 92,135 41   |
| Road built by contract .....  | 650,000 00   | 650,000 00  |
| Purchase of constructed road and equipment .....  | .....  | 6,175,000 00  |
| Total cost of road .....  | \$1,451,874 54   | \$7,881,059 83  |
| <b>EQUIPMENT.</b>   |  |   |
| Horses .....  | *\$14,325 00   | .....   |
| Motor cars and fixtures .....   | 431,865 76   | \$431,345 76  |
| Wagons, trucks, snow-plows, sleighs .....   | 9,000 00   | 9,000 00  |
| Total cost of equipment .....   | \$426,040 76   | \$426,040 76  |
| Grand total cost of road and equipment .....  | \$1,877,915 30   | \$8,307,100 58  |

Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$579,296 22 |
| Less operating expenses (excluding all taxes) ..... | 364,091 97   |
| Net earnings from operation .....                   | \$215,204 25 |
| <i>Income from other sources, as follows, viz.:</i> |              |
| Dividends on stocks. ....                           | \$600 00     |
| Uncalled for pay .....                              | 223 64       |
| Rents .....   | 2,065 09     |
| Advertising .....                                   | 813 75       |
|   | 3,692 48     |
| Gross income from all sources .....                 | \$218,896 73 |
| <i>Deductions from income as follows, viz.:</i>     |              |
| Taxes on property used in operation of road .....   | \$18,790 29  |
| Taxes on earnings and capital stock .....           | 7,394 62     |
| Interest on funded debt due and accrued .....       | 154,500 00   |
|   | 180,684 91   |
| Surplus for year ending June 30, 1891 .....         | \$38,211 82  |

General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891 ..... | \$38,211 82  |
| Surplus up to June 30, 1890 .....           | 101,113 85   |
| Total surplus June 30, 1891 .....           | \$139,325 67 |

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                       |              |
|-----------------------|--------------|
| From passengers ..... | \$579,296 22 |
|-----------------------|--------------|

## REPORT OF THE RAILROAD COMMISSIONERS.

## OPERATING EXPENSES.

|  |                     |
|--|---------------------|
| Repairs of roadbed and track operated by horses and by mechanical traction, including overhead and underground wires and all other track fixtures..... | \$13,752 30         |
| Repairs of buildings and fixtures.....   | 1,500 43            |
| Repairs of cars (not motors) and other vehicles.....   | 8,544 17            |
| Repairs of motor cars and fixtures.....  | 4,689 06            |
| Repairs of harness and stable equipment.....   | 1,500 00            |
| Horseshoeing.....  | 9,432 02            |
| Provender (including expense of grinding).....   | 65,970 63           |
| Salaries of general officers and clerks.....   | 3,070 71            |
| Wages of conductors and drivers on horse cars.....   | 96,242 84           |
| Wages of conductors and motor men on cars propelled by mechanical traction.....  | 40,638 87           |
| Wages of engineer, firemen and all others employed at power-house.....   | 6,068 36            |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....  | 68,732 20           |
| Light and fuel other than at power-house.....  | 4,416 70            |
| Fuel, light and other supplies used at power-house.....  | 13,221 79           |
| Water tax.....   | 649 36              |
| Damages to persons and property.....   | 8,229 70            |
| Legal expenses.....  | 3,573 76            |
| Advertising, printing and office expenses.....   | 5,411 82            |
| Insurance.....   | 2,478 60            |
| Contingencies.....   | 6,078 25            |
| <b>Total operating expenses.....</b>   | <b>\$364,091 97</b> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                       |
|--|-----------------------|
| Cost of road and equipment.....                                      | \$8,307,100 28        |
| Other permanent investments, as follows, viz.:                       |                       |
| Sundry stocks.....   | 171,000 00            |
| Current assets, as follows, viz.:                                    |                       |
| Cash on hand.....  | 13,251 69             |
| Sundries, due from Solicitors' Loan and Trust Co., agts., Phila..... | 78,338 87             |
|  | <b>\$8,569,691 05</b> |

## LIABILITIES.

|  |                       |
|--|-----------------------|
| Capital stock.....                     | \$5,000,000 00        |
| Funded debt.....                       | 3,175,000 00          |
| Current liabilities, as follows, viz.: |                       |
| Bills payable.....                     | 260,745 23            |
| Open accounts.....                     | 4,620 15              |
| Profit and loss (surplus).....         | 139,326 67            |
|  | <b>\$8,569,691 05</b> |

## Characteristics of Road, Equipment, Etc.

|  |   |
|--|---|
| Length of railway owned by company, as follows:                    | Miles.  |
| Total length of single track on main line.....                     | 34.60   |
| Second track on main line and branches.....                        | 23.39   |
| Sidings on main line and branches.....                             | 1.90  |
| <b>Total length of all tracks and sidings owned.....</b>           | <b>60.00</b>                                    |
| Weight of rail per yard.....                                       | 40 to 75  |
| Gauge of track.....  | 4 ft. 8 1/2 in.                                 |
| Number of box and open cars, not motors.....                       | 139   |
| Horses and mules.....  | 479   |
| Number of motor cars.....  | 100   |
| Schedule time making trip one way.....                             | 5 to 7 1/2 miles an hour                        |
| Cars are run.....  | Every 4 to 15 min.                              |
| Rate of fare per passenger.....                                    | 5 cts. adults, 11 tickets 50 cts. children: 15. |
| Number of passengers carried in cars during year.....              | 12,78 315                                       |
| Average number of employees (including officials) during year..... | 554   |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS.

|                       |        |     |
|-----------------------|--------|-----|
| General officers..... | Annual | 75. |
|-----------------------|--------|-----|



OTHER EMPLOYEES.

|                              | Average number of hours on duty per day. | Wages per day.   |
|------------------------------|--|------------------|
| Conductors and motormen..... | 11½                                      | \$1 60 to \$2 00 |
| Drivers.....                 | 11½                                      | 1 60 to 2 00     |
| Starters.....                | 11                                       | 1 75 to 2 00     |
| Watchmen.....                | 11½                                      | 1 75             |
| Switchmen.....               | 10                                       | 1 50             |
| Roadmen.....                 | 10                                       | 1 50             |
| Hostlers.....                | 10½                                      | 1 49             |

Officers of the Company.

| Name.                  | Title.         | Official Address. |
|------------------------|----------------|-------------------|
| JOHN W. BECKLEY.....   | President..... | Rochester, N. Y.  |
| CHAS. A. WILLIAMS..... | Secretary..... | Rochester, N. Y.  |
| FRED. P. ALLEN.....    | Treasurer..... | Rochester, N. Y.  |
| CHAS. K. MINARY.....   | Manager.....   | Rochester, N. Y.  |

Directors of the Company.

| Name.                     | Residence.        |
|---------------------------|-------------------|
| H. SELLERS MCKEE.....     | Pittsburgh, Pa.   |
| MURRY A. VERNER.....      | Pittsburgh, Pa.   |
| BENJAMIN GRAHAM.....      | New York city     |
| THOMAS DEWITT CUYLER..... | Philadelphia, Pa. |
| E. E. DENNISTON.....      | Philadelphia, Pa. |
| HORACE MAGEE.....         | Philadelphia, Pa. |
| RICHARD W. CLAY.....      | Philadelphia, Pa. |
| JOHN W. BECKLEY.....      | Rochester, N. Y.  |
| FREDERICK COOK.....       | Rochester, N. Y.  |
| M. H. BRIGGS.....         | Rochester, N. Y.  |
| ARTHUR G. YATES.....      | Rochester, N. Y.  |
| WM. S. KIMBALL.....       | Rochester, N. Y.  |

Title of company, Rochester Railway Company.  
 General offices at 267 State street, Rochester, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, third Tuesday in January.  
 For information as to this report, address Charles A. Williams, Secretary.

ROCHESTER ELECTRIC.

(Date of charter, August, 1887.)

For history of organization, see Report of 1890.

Capital Stock.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding..... | 2,000          | \$300,000        | \$200,000                            |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$4,122 39   | \$84,110 29   |
| Electric appliances pertaining to road and superstructure .....   | 44 97  | 18,484 44   |
| Right of way .....  | 1,069 28   | 17,815 43   |
| Real estate .....   |  | 1,336 15  |
| Buildings and fixtures, exclusively used for electric purposes .....  | 294 17   | 22,643 27   |
| All other buildings and fixtures .....  | 2,607 03   | 8,536 61  |
| Total cost of road .....  | \$8,137 84   | \$152,536 28  |
| <b>EQUIPMENT.</b>   |  |   |
| Cars, other than motor cars .....   | \$3,208 10   | \$17,007 28   |
| Motor cars and fixtures .....   | 5,743 98   | 28,265 46   |
| Total cost of equipment .....   | \$8,952 08   | \$45,272 74   |
| Grand total cost of road and equipment .....  | \$17,089 92  | \$308,491 09  |

## Income Account for Year Ending June 30, 1891.

|   |            |             |
|---|------------|-------------|
| Gross earnings from operation .....                 |            | \$35,708 66 |
| Less operating expenses (excluding all taxes) ..... |            | 31,694 35   |
| Net earnings from operation .....                   |            | \$4,203 71  |
| <i>Income from other sources, as follows, viz.:</i> |            |             |
| Rochester Railway Co., account power, etc .....     | \$2,400 00 |             |
| Dividend turnpike stock, 1889 .....                 | 563 50     |             |
|   |            | 2,963 50    |
| Gross income from all sources .....                 |            | \$7,167 21  |
| <i>Deductions from income, as follows, viz.:</i>    |            |             |
| Taxes on property used in operation of road .....   | \$1,371 61 |             |
| Taxes on earnings and capital stock .....           | 536 46     |             |
|   |            | 1,908 07    |
| Surplus for year ending June 30, 1891 .....         |            | \$5,259 14  |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 ..... | \$5,259 14  |
| Surplus up to June 30, 1890 .....           | 8,944 26    |
| Total surplus June 30, 1891 .....           | \$14,203 40 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |             |
|-----------------------|-------------|
| From passengers ..... | \$35,708 66 |
|-----------------------|-------------|

## OPERATING EXPENSES.

|  |      |    |
|--|------|----|
| Repairs of roadbed and track .....                                   | \$1. | 13 |
| Repairs of buildings and fixtures .....                              |      | 82 |
| Repairs of cars (motor) and other vehicles .....                     | 4.6  | 01 |
| Salaries of general offices and clerks .....                         | 2.8  | 64 |
| Wages of conductors and motor men .....                              | 8.3  | 30 |
| Wages of engineers, firemen and other employees at power-house ..... | 3.7  | 26 |
| Wages of watchmen, starters, switchmen, roadmen, etc. ....           | 1.1  | 53 |
| Light and fuel .....   |      | 1  |
| Fuel, light and other supplies used at power-house .....             | 8.7  | 33 |
| Damages to persons and property .....                                |      | 99 |
| Legal expenses .....   |      | 00 |
| Advertising, printing and office expenses .....                      |      | 39 |

# ROCHESTER ELECTRIC.

873

|                                       |                    |
|---------------------------------------|--------------------|
| Insurance.....                        | \$495 00           |
| Removal of snow and ice.....          | 390 66             |
| Contingencies.....                    | 1,364 96           |
| Interest.....                         | 142 10             |
| <b>Total operating expenses .....</b> | <b>\$31,504 85</b> |

## General Balance Sheet, June 30, 1891.

### ASSETS.

|   |                     |
|---|---------------------|
| Cost of road.....                                     | \$152,528 28        |
| Cost of equipment.....                                | 50,962 81           |
| <i>Other permanent investments, as follows, viz.:</i> |                     |
| Rochester and Charlotte Turnpike stock.....           | 10,062 50           |
| <i>Current assets, as follows, viz.:</i>              |                     |
| Cash on hand.....                                     | 50 00               |
| Open accounts.....                                    | 1,482 31            |
|   | <b>\$215,085 90</b> |

### LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock.....                            | \$200,000 00        |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Open accounts.....                            | 876 40              |
| Profit and loss (surplus).....                | 14,209 50           |
|   | <b>\$215,085 90</b> |

### Characteristics of Road, Equipment, Etc.

|   |             |        |
|---|-------------|--------|
| <i>Length of railway owned by company, as follows:</i>    |             | Miles. |
| Single track; main line, from Rochester to Charlotte..... | 4.63        |        |
| Second track on main line and branches.....               | 4.13        |        |
| <b>Total length of all tracks and sidings owned.....</b>  | <b>8.76</b> |        |

|   |                  |
|---|------------------|
| Weight of rail per yard.....  | 40 lbs.          |
| Gauge of track.....   | 4 ft. 8½ in.     |
| Open cars, not motors.....  | 10               |
| Number of motor cars.....   | 11               |
| Schedule time making trip one way.....                                  | 30 mins.         |
| Cars are run.....   | 12 to 30 mins.   |
| Rate of fare per passenger.....   | 3, 5, 8 and 10c. |
| Number of passengers carried in cars during year.....                   | 538,207          |
| Number of employees (including officials), during year varies from..... | 10 to 60         |

### Salaries, Wages, Etc., of Officers and Employees.

|                       |           |                |
|-----------------------|-----------|----------------|
|                       | OFFICERS. | Annual salary. |
| General officers..... |           | \$2,841 64     |

### OTHER EMPLOYEES.

|                              | Average number of hours on duty per day. | Wages per day. |
|------------------------------|--|----------------|
| Conductors and motormen..... | 12                                       | \$1 75         |
| Switchmen.....               | 10                                       | 1 50           |
| Brakemen.....                | 10                                       | 1 50           |

### Officers of the Company.

| Name.                | Title.                       | Official Address. |
|----------------------|------------------------------|-------------------|
| THUR LUETCHFORD..... | President.....               | Rochester, N. Y.  |
| H. BRIGGS.....       | Secretary and Treasurer..... | Rochester, N. Y.  |
| A. DERR.....         | Superintendent.....          | Charlotte, N. Y.  |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i> |
|------------------------|-------------------|
| ARTHUR LUETCHFORD..... | Rochester, N. Y.  |
| JOHN W. BECKLEY.....   | Rochester, N. Y.  |
| M. H. BRIGGS.....      | Rochester, N. Y.  |
| O. M. EVEREST.....     | Rochester, N. Y.  |
| O. F. POND.....        | Rochester, N. Y.  |
| C. L. BAKER.....       | Rochester, N. Y.  |
| JAMES S. WHITNEY.....  | Rochester, N. Y.  |
| E. T. CURTIS.....      | Rochester, N. Y.  |
| W. O. BARRY.....       | Rochester, N. Y.  |
| J. B. PERKINS.....     | Rochester, N. Y.  |
| S. STACE.....          | Charlotte, N. Y.  |
| MURRY A. VERNER.....   | Pittsburgh, Pa.   |
| H. SELLERS MCKEE.....  | Pittsburgh, Pa.   |

Title of company, Rochester Electric Railway Company.

General offices at Charlotte, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information as to this report, address M. H. Briggs, Treasurer, 811 Wilder Block, Rochester.

## ROCKAWAY VILLAGE.

LESSOR.

LESSEES — Messrs. HICKEY & PEARSELL.

(Date of charter, March 18, 1886.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding..... | 250            | \$25,000         | \$25,000                             |

## FUNDED DEBT.

| DESIGNATION OF LIEN.        | When due. | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------------------|-----------|-----------|---------------|---------------------|--------------------------------------|
|                             |           | Rate.     | When payable. |                     |                                      |
| * First mortgage bonds..... | 1901      | p.c.<br>5 | May & Nov.    | \$25,000            | \$4,000                              |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1890. | Total cost of road and equipment up to June 30, " |
|--|--|---|
| Interest and discount charged to construction..... |  | \$1,000   |
| Road built by contract.....                        |  | 48,900  |
| Total cost of road.....                            |  | \$ 49,900   |

\* Issued for construction, \$20,000; issued for cash, \$5,000.

# ROCKAWAY VILLAGE.

875

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Harness.....                                |  | \$694 40  |
| Stone remover.....                          | \$14 65  | 14 65   |
| Total cost of equipment.....                | \$14 65  | \$709 05  |
| Grand total cost of road and equipment..... | \$14 65  | \$50,568 37   |

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Rental received from lessees.....                        | \$1,250 00 |
| Income from other sources than rentals.....              | 9 10       |
| Gross income from all sources.....                       | \$1,259 10 |
| <i>Deductions from income, as follows, viz.:</i>         |            |
| Interest on funded debt due and paid to May 1, 1891..... | \$1,250 00 |
| General expenses borne by lessor.....                    | 452 54     |
|  | 1,702 54   |
| Deficit for year ending June 30, 1891.....               | \$443 44   |

## General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$443 44   |
| Deficit up to June 30, 1890.....           | 4,701 16   |
| Total deficit June 30, 1891.....           | \$5,144 60 |

## General Balance Sheet, June 30, 1891.

| ASSETS.  |             |
|--|-------------|
| Cost of road.....                                | \$49,849 32 |
| Cost of equipment.....                           | 709 05      |
| <i>Current assets, as follows, viz.:</i>         |             |
| Open accounts, rent due.....                     | 100 00      |
| Profit and loss (deficiency).....                | 5,144 60    |
|  | \$55,802 97 |
| LIABILITIES.                                     |             |
| Capital stock.....                               | \$25,000 00 |
| Funded debt.....                                 | 25,000 00   |
| <i>Current liabilities, as follows, viz.:</i>    |             |
| Interest on funded debt, accrued two months..... | 208 33      |
| Bills payable, loans.....                        | 5,207 71    |
| Open accounts, sundry bills.....                 | 398 93      |
|  | \$55,802 97 |

## Officers of the Company.

| Name.                 | Title.              | Official Address. |
|-----------------------|---------------------|-------------------|
| C. A. CHEEVER.....    | President.....      | New York city.    |
| J. F. AUERBACK.....   | Secretary.....      | New York city.    |
| DR. D. L. HAIGHT..... | Treasurer.....      | New York city.    |
| J. D. CHEEVER.....    | Vice-President..... | New York city.    |

## Directors of the Company.

| Name.              | Residence.          |
|--------------------|---------------------|
| J. D. CHEEVER..... | New York city.      |
| J. A. CHEEVER..... | New York city.      |
| H. WYNN.....       | Far Rockaway, N. Y. |
| D. L. HAIGHT.....  | New York city.      |
| S. AUERBACK.....   | New York city.      |
| CUNNINGHAM.....    | Brooklyn, N. Y.     |
| DONAHUE.....       | New York city.      |

He of company, Rockaway Village Railroad Company.  
 eral offices at Far Rockaway, Long Island.

## ROCKAWAY VILLAGE.

## LESSEE.

Term of lease, three years, viz., from January 1, 1890, to January 1, 1893.

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation .....                    | \$2,620 54 |
| Less operating expenses (excluding all taxes).....     | 1,345 54   |
| Net earnings from operation.....                       | \$1,274 00 |
| Rental paid lessor.....                                | 1,250 00   |
| Surplus to lessees for year ending June 30, 1891 ..... | \$24 00    |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$2,620 54 |
|----------------------|------------|

## OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of horse cars and fixtures .....              | \$76 29    |
| Repairs of harness and stable equipment .....         | 15 00      |
| Horseshoeing.....                                     | 40 00      |
| Provender (including expense of grinding) .....       | 420 00     |
| Salary of clerk.....                                  | 25 00      |
| Wages of conductors and drivers on horse cars .....   | 648 00     |
| Wages of roadmen .....                                | 112 00     |
| Advertising, printing, and other office expenses..... | 4 00       |
| Contingencies .....                                   | 10 25      |
| Total operating expenses .....                        | \$1,345 54 |

## Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

|   | Miles. |
|---|--------|
| Single track, main line, from depot to inlet.....               | .50    |
| Single track, branch, from Lockwood avenue to Clark avenue..... | .50    |
| Single track, branch, from Clark avenue to Central avenue ..... | .50    |
| Total length of single track on main line and branches.....     | 1.50   |

|  |   |
|--|---|
| Weight of rails per yard.....  | 47 lbs.   |
| Gauge of track .....   | 4 ft. 8½ in.  |
| Number of box cars.....  | 2   |
| Open cars .....  | 3   |
| Horses and mules.....  | 8   |
| Schedule time making trip one way.....                               | 10 min.   |
| Cars are run.....  | To meet all trains in and out between train time.       |
| Rate of fare per passenger.....                                      | 5 cents previous to June 20, 1891; thereafter 10 cents. |
| Number of passengers carried in cars during year.....                | 80,976  |
| Average number of employees (including officials), during year ..... | 7   |

## Wages, Etc., of Officers and Employees.

|                              | Average number of hours on duty per day. | Wages per yr. |
|------------------------------|--|---------------|
| Conductors and drivers ..... | 10                                       | \$1 16-7      |
| Roadmen .....                | 10                                       | 1             |
| Accountant clerk.....        |  | 1             |

Title of company, Rockaway Village Railroad Company.

General offices at 13 Park Row, New York city.

For information as to this report, address M. J. Hickey, P.-O. Box 184, Far Rockaway, N. Y.

ROME CITY.

(Date of charter, December 22, 1885.)

For history of organization, see Report of 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|  | Number of<br>shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------------|---------------------|--|
| Authorized by law or charter.....      | 500                  | \$50,000            | .....                                      |
| Issued for actual cash .....           | 50                   | \$5,000             | \$5,000                                    |
| Issued on account of construction..... | 450                  | 45,000              | .....                                      |
| Total now outstanding .....            | 500                  | \$50,000            | \$5,000                                    |

FUNDED DEBT.

| DESIGNATION OF LIEN.        | When due.   | INTEREST. |                  | Amount<br>outstand-<br>ing. |
|-----------------------------|-------------|-----------|------------------|-----------------------------|
|                             |             | Rate.     | When<br>payable. |                             |
| *First mortgage bonds ..... | May 1, 1917 | p.c.<br>6 | May 1, Nov. 1    | \$425,000                   |

Cost of Road and Equipment.

| ROAD.   | Total cost up to<br>June 30, 1891. |
|---|------------------------------------|
| Paid contractor, capital stock.....                             | \$45,000 00                        |
| Paid contractor, first mortgage bonds .....                     | 120,000 00                         |
| Cash .....  | 8,000 00                           |
| Preliminary surveys.....  | 500 00                             |
| Paid Wm. Moores, for clerical services during construction..... | 1,500 00                           |
| Total cost of road .....  | \$170,000 00                       |

EQUIPMENT.

|   |              |
|---|--------------|
| Total cost of equipment, not provided for under contract..... | 6,689 33     |
| Total cost of road and equipment .....                        | \$176,689 33 |

Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$11,973 00 |
| Less operating expenses (excluding all taxes) ..... | 13,278 56   |
| Net loss from operation.....                        | \$1,305 56  |
| <i>Deductions from income, as follows, viz.:</i>    |             |
| Taxes on property used in operation of road.....    | \$288 39    |
| Interest on funded debt due and accrued .....       | 7,620 00    |
| Commissions on coupons.....                         | 28 13       |
| Int. t and discount.....                            | 36 52       |
|   | 7,973 04    |
| Left for year ending June 30, 1891 .....            | \$9,278 80  |

\* All issued for construction and equipment.

## General Income Account.

|   |             |
|---|-------------|
| Deficit for year ending June 30, 1891 ..... | \$9,378 00  |
| Deficit up to June 30, 1890 .....           | 28,674 71   |
| Total deficit June 30, 1891 .....           | \$37,753 71 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                               |             |
|-------------------------------|-------------|
| From passengers .....         | \$11,794 00 |
| Advertising in cars .....     | 5 00        |
| Feed and sale of horses ..... | 174 00      |
| Total gross earnings .....    | \$11,973 00 |

## OPERATING EXPENSES.

|  |             |
|--|-------------|
| Repairs of roadbed and track .....                                   | \$135 50    |
| Repairs of buildings and fixtures .....                              | 260 50      |
| Repairs of cars and other vehicles .....                             | 523 50      |
| Repairs of harness and stable equipment .....                        | 177 00      |
| Horseshoeing .....   | 730 00      |
| Provender (including expense of grinding) .....                      | 3,640 00    |
| Salaries of general officers and clerks .....                        | 1,350 00    |
| Wages of conductors and drivers on horse cars .....                  | 2,642 74    |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 2,260 00    |
| Light and fuel .....   | 199 50      |
| Water tax .....  | 50 00       |
| Advertising, printing and office expenses .....                      | 271 00      |
| Insurance .....  | 304 00      |
| Removal of snow and ice .....  | 140 00      |
| Total operating expenses .....                                       | \$13,278 50 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                                    |              |
|------------------------------------|--------------|
| Cost of road and equipment .....   | \$176,690 00 |
| Current assets, as follows, viz.:  |              |
| Cash on hand .....                 | 300 50       |
| Open accounts .....                | 43 00        |
| Supplies on hand .....             | 211 00       |
| Profit and loss (deficiency) ..... | 37,753 00    |
|                                    | \$215,000 00 |

## LIABILITIES.

|   |              |
|---|--------------|
| Capital stock .....   | \$50,000 00  |
| Funded debt .....   | 125,000 00   |
| Current liabilities, as follows, viz.:                          |              |
| Interest on funded debt, coupon interest, due and accrued ..... | 1,250 00     |
| Bills payable .....   | 1,550 00     |
| Open accounts .....   | 37,140 00    |
| Mortgage interest .....   | 00 00        |
|   | \$215,000 00 |

## Characteristics of Road, Equipment, Etc.

|   |                 |
|---|-----------------|
| Total length of single track on main line and branches .....        | 6.70 miles      |
| Weight of rail per yard .....                                       | 35 1/2 lbs      |
| Gauge of track .....  | 4 ft. 8 1/2 in. |
| Number of box cars .....  | 14              |
| Horses and mules .....  | 0               |
| Schedule time making trip one way .....                             | Every 30 min.   |
| Cars are run .....  | 30 min.         |
| Rate of fare per passenger .....                                    | 5. 41-6 d cts.  |
| Number of passengers carried in cars during year .....              | 1,500           |
| Average number of employees (including officials) during year ..... | 15              |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS AND CLERKS.

Annu

Annu

|                      |     |    |
|----------------------|-----|----|
| Superintendent ..... | \$1 | 00 |
| Bookkeeper .....     | 00  | 00 |
| Clerk .....          | 00  | 00 |



# ROME CITY.

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## OTHER EMPLOYEES.

|                                       | Average number of hours on duty per day. | Wager per day. |
|---------------------------------------|--|----------------|
| Conductors, drivers and starters..... | 12                                       | \$1 43         |
| Hostlers.....                         | 12                                       | 1 43           |
| Blacksmith.....                       | 10                                       | 1 78 4-7       |

## Officers of the Company.

| Name.                | Title.                       | Official Address. |
|----------------------|------------------------------|-------------------|
| ANTONIO BASINES..... | President.....               | New York city.    |
| WM. MOORES.....      | Secretary and Treasurer..... | New York city.    |
| WM. P. RAYLAND.....  | Superintendent.....          | Rome, N. Y.       |

## Directors of the Company.

| Name.                  | Residence.     |
|------------------------|----------------|
| ANTONIO BASINES.....   | New York city. |
| CHARLES W. DAYTON..... | New York city. |
| WILLIAM H. MOORES..... | New York city. |
| JOHN S. MCWILLIAM..... | New York city. |
| ARTHUR L. MEYER.....   | New York city. |
| JOHN MCWILLIAM.....    | New York city. |
| JOSEPH STIER.....      | New York city. |

Title of company, Rome City Street Railway Company.

General offices at Rome, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address Wm. Moores, Secretary, 7 Broadway, New York city.

## SARATOGA ELECTRIC.

(Date of charter, July 8, 1889.)

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter, issued for actual cash and now outstanding..... | 500            | \$50,000         | \$50,000                             |

### FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.    | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------|--------------|-----------|---------------|---------------------|--------------------------------------|
|                            |              | Date.     | When payable. |                     |                                      |
| First mortgage bonds ..... | Feb. 1, 1920 | p.c.<br>6 | Feb. & Aug.   | \$50,000            | \$50,000                             |

## Cost of Road and Equipment.

|  | Total cost up to<br>June 30, 1891. |
|--|------------------------------------|
| Right of way .....                         | \$250 00                           |
| Real estate .....                          | 613 00                             |
| All other buildings and fixtures .....     | 206 32                             |
| Road and equipment built by contract ..... | 97,500 00                          |
| Total cost of road .....                   | <u>\$98,629 32</u>                 |

## Income Account for Year Ending June 30, 1891.

|   |                   |
|---|-------------------|
| Gross earnings from operation .....                 | \$1,691 50        |
| Less operating expenses (excluding all taxes) ..... | 1,965 36          |
| Net loss from operation .....                       | <u>\$363 86</u>   |
| <i>Deductions from income, as follows, viz.:</i>    |                   |
| Interest on funded debt due and accrued .....       | 4,250 00          |
| Deficit for year ending June 30, 1891 .....         | <u>\$4,613 86</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |                   |
|-----------------------|-------------------|
| From passengers ..... | <u>\$1,691 50</u> |
|-----------------------|-------------------|

## OPERATING EXPENSES.

|   |                   |
|---|-------------------|
| Repairs of roadbed and track .....                            | \$96 22           |
| Repairs and renewals of cars, motors and other vehicles ..... | 14 30             |
| Salaries of general officers and clerks .....                 | 237 25            |
| Wages of conductors and motormen .....                        | 374 25            |
| Wages of watchmen, starters, switchmen, roadmen, etc. ....    | 313 00            |
| Light and fuel other than at power-house .....                | 10 00             |
| Fuel, light and other supplies used at power-house .....      | 444 25            |
| Legal expenses .....  | 150 00            |
| Advertising, printing and office expenses .....               | 85 25             |
| Insurance .....   | 131 00            |
| Contingencies .....   | 104 33            |
| Total operating expenses .....                                | <u>\$1,965 36</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road .....                       | \$98,629 32         |
| <i>Current assets, as follows, viz.:</i> |                     |
| Cash on hand .....                       | 1,000 00            |
| Profit and loss (deficiency) .....       | 4,613 86            |
|  | <u>\$104,313 28</u> |

## LIABILITIES.

|   |                     |
|---|---------------------|
| Capital stock .....                           | \$50,000 00         |
| Funded debt .....                             | 50,000 00           |
| <i>Current liabilities, as follows, viz.:</i> |                     |
| Interest on funded debt due and accrued ..... | 4,250 00            |
| Open accounts .....                           | 63 28               |
|   | <u>\$104,313 28</u> |

## Characteristics of Road, Equipment, Etc.

|   |       |    |
|---|-------|----|
| Single track, main line, from Saratoga to Geyser Springs, miles ..... |       | N  |
| Weight of rail per yard .....   |       | S. |
| Gauge of track .....  | 4 ft  | D. |
| Open cars, not motors .....   |       | S  |
| Number of motor cars .....  |       | 2  |
| Schedule time making trip one way .....                               |       | 20 |
| Cars are run .....  | Every | 15 |
| Rate of fare per passenger .....                                      | 5 c   | S. |
| Number of passengers carried in cars during year .....                |       | M  |

# SARATOGA ELECTRIC.

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## Officers of the Company.

| Name.                   | Title.               | Official Address. |
|-------------------------|----------------------|-------------------|
| J. L. BUTMAN .....      | President .....      | Saratoga, N. Y.   |
| B. G. OSWELL .....      | Secretary .....      | Boston, Mass.     |
| ALFRED A. GLASIER ..... | Treasurer .....      | Boston, Mass.     |
| ARTHUR SAVAGE .....     | Superintendent ..... | Saratoga, N. Y.   |

## Directors of the Company.

| Name.                   | Residence.      |
|-------------------------|-----------------|
| J. L. BUTMAN .....      | Saratoga, N. Y. |
| O. W. MITCHELL .....    | Saratoga, N. Y. |
| EUGENE GRIFFIN .....    | Boston, Mass.   |
| ALFRED A. GLASIER ..... | Boston, Mass.   |
| W. B. FERGUSON .....    | Boston, Mass.   |

Title of company, Saratoga Electric Railway Company.  
General offices at Saratoga, N. Y.

## SCHENECTADY.

(Date of charter, February 25, 1886.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash received on and after outstanding |
|---|----------------|------------------|--|
| Authorized by law or charter .....      | 250            | \$25,000         | .....                                  |
| Issued for actual cash .....            | 25             | \$2,500          | \$2,500                                |
| Issued on account of construction ..... | 225            | 22,500           | .....                                  |
| Total now outstanding .....             | 250            | \$25,000         | \$2,500                                |

### FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due. | INTEREST. |               | AMOUNT OUTSTANDING. |
|----------------------------|-----------|-----------|---------------|---------------------|
|                            |           | Rate.     | When payable. |                     |
| First mortgage bonds ..... | 1916      | 6 p.c.    | May & Nov     | \$25,000            |

### Cost of Road and Equipment.

| ROAD.                        | AMOUNT TO DATE OF INCORPORATION | TOTAL COST TO DATE |
|------------------------------|---------------------------------|--------------------|
| Buildings and fixtures ..... | \$200.00                        | \$2,100.00         |
| Road built by contract ..... | .....                           | 11,000.00          |
| Total cost of road .....     | \$200.00                        | \$13,100.00        |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                   |  | Additions or betterments during year ending June, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|---|
| Horses .....                                 |  | \$498 05  | \$1,700 75  |
| Harness .....                                |  |   | 161 14  |
| Cars .....                                   |  | 22 00   | 280 75  |
| Wagons, trucks, snow-plows sleighs .....     |  |   | 1,741 20  |
| Total cost of equipment .....                |  | \$476 05  | \$3,883 25  |
| Grand total cost of road and equipment ..... |  | \$294 74  | \$59,349 61   |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |         |
|--|---------|
| Curbing .....  | \$39 30 |
| Plumbing .....   | 91 00   |
| Car wheels .....   | 22 00   |
| The item of horses under the general head of equipment was reduced by the sale of horses ..... | 486 05  |

## Income Account for Year Ending June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$9,995 20 |
| Less operating expenses (excluding all taxes) ..... | 10,125 79  |

Net loss from operation..... \$130 61

Income from other sources, as follows, viz.:

|                |        |
|----------------|--------|
| Sundries ..... | 902 61 |
|----------------|--------|

Gross income from all sources..... \$772 10

Deductions from income, as follows, viz.:

|   |          |
|---|----------|
| Taxes on property used in operation of road ..... | \$96 50  |
| Taxes on earnings and capital stock .....         | 37 50    |
| Taxes other than above .....                      | 43 75    |
| Interest on funded debt due and accrued .....     | 1,800 00 |
|   | 1,967 75 |

Deficit for year ending June 30, 1891..... \$1,195 65

## General Income Account.

|  |            |
|--|------------|
| Deficit for year ending June 30, 1891..... | \$1,195 65 |
| Deficit up to June 30, 1890 .....          | 10,813 43  |

Total deficit June 30, 1891..... \$12,009 08

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |            |
|-----------------------|------------|
| From passengers ..... | \$9,995 20 |
|-----------------------|------------|

## OPERATING EXPENSES.

|  |          |
|--|----------|
| Repairs of roadbed and track .....                                   | \$425 00 |
| Repairs of buildings and fixtures .....                              | 175 00   |
| Repairs of cars and other vehicles .....                             | 284 25   |
| Repairs of harness and stable equipment .....                        | 33 75    |
| Horseshoeing .....   | 202 00   |
| Provender (including expense of grinding) .....                      | 2,839 25 |
| Salaries of general officers and clerks .....                        | 1,410 00 |
| Wages of conductors and drivers on horse cars .....                  | 2, 6 43  |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 1, 7 75  |
| Light and fuel .....   | 1 5 74   |
| Water tax .....  | 0 00     |
| Legal expenses .....   | 0 00     |
| Advertising, printing and office expenses .....                      | 1 7 61   |
| Insurance .....  | 4 00     |

Total operating expenses..... \$10 5 79

\* Deduction.

## General Balance Sheet June 30, 1891.

## ASSETS.

|   |             |
|---|-------------|
| Cost of road.....                                     | \$56,065 76 |
| Cost of equipment.....                                | 3,883 88    |
| <i>Other permanent investments, as follows, viz.:</i> |             |
| Real estate.....                                      | 850 00      |
| <i>Current assets, as follows, viz.:</i>              |             |
| Cash on hand.....                                     | 1,285 88    |
| Open accounts.....                                    | 227 00      |
| Profit and loss (deficiency).....                     | 12,009 07   |
|   | <hr/>       |
|   | \$74,321 56 |

## LIABILITIES.

|   |             |
|---|-------------|
| Capital stock.....                            | \$25,000 00 |
| Funded debt.....                              | 30,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |             |
| Interest on funded debt.....                  | 6,929 79    |
| Open accounts.....                            | 12,391 77   |
|   | <hr/>       |
|   | \$74,321 56 |

## Characteristics of Road, Equipment, Etc.

|   |                   |        |
|---|-------------------|--------|
| <i>Length of railway owned by company, as follows:</i>                |                   | Miles. |
| Single track, main line, from Brandywine avenue to Mohawk bridge..... | 2                 |        |
| Sidings on main line and branches.....                                | 276               |        |
| Total length of all tracks and sidings owned.....                     | <hr/>             | 2.276  |
| Weight of rail per yard.....  | 40 lbs.           |        |
| Gaug. of track.....   | 4 ft. 8½ in.      |        |
| Number of box cars.....   | 5                 |        |
| Horses.....   | 26                |        |
| Schedule time making trip one way.....                                | 45 minutes.       |        |
| Cars are run.....   | Every 15 minutes. |        |
| Rate of fare per passenger.....                                       | 5 cents.          |        |
| Number of passengers carried in cars during year.....                 | 205,988           |        |
| Average number of employees (including officials) during year.....    | 10                |        |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.                     |  | Annual salary. |
|-------------------------------|--|----------------|
| Assistant superintendent..... |  | \$900 00       |
| OTHER EMPLOYEES.              |  | Wages per day. |
| Conductors and drivers.....   |  | \$1 50         |
| Roadmen and hostlers.....     |  | 1 25           |
| Blacksmith.....               |  | 1 75           |

## Officers of the Company.

| Name.              | Title.                       | Official Address.  |
|--------------------|------------------------------|--------------------|
| JOHN KRUESI.....   | President.....               | Schenectady, N. Y. |
| W. E. GILMORE..... | Secretary and Treasurer..... | Schenectady, N. Y. |
| W. B. TURNER.....  | Superintendent.....          | Schenectady, N. Y. |

## Directors of the Company.

| Name.                | Residence.         |
|----------------------|--------------------|
| JOHN KRUESI.....     | Schenectady, N. Y. |
| W. E. GILMORE.....   | Schenectady, N. Y. |
| W. B. TURNER.....    | Schenectady, N. Y. |
| W. H. MCCLYMAN.....  | Schenectady, N. Y. |
| JAMUEL INGULL.....   | Orange, N. J.      |
| EUGENE H. LEWIS..... | New York city.     |
| JOHN MUIR.....       | New York city.     |

le of company, Schenectady Street Railroad Company.  
 neral offices at Schenectady, N. Y.  
 ate of close of fiscal year, June 30.  
 ate of stockholders' annual meeting, second Monday in December.  
 information as to this report, address W. E. Gilmore, Secretary.

## SEA CLIFF INCLINED CABLE.

(Date of charter, November 27, 1885.)

For history of organization, etc., see Reports of 1885 and 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....      | 1,000          | \$10,000         | .....                                |
| Issued for actual cash .....           | 848            | \$8,480          | \$8,480                              |
| Issued on account of construction..... | 100            | 1,000            | 1,000                                |
| Total now outstanding.....             | 948            | \$9,480          | \$9,480                              |

## FUNDED DEBT.

| DESIGNATION OF LIEN.       | When due.    | INTEREST.  |                 | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------|--------------|------------|-----------------|---------------------|--------------------------------------|
|                            |              | Rate.      | When payable.   |                     |                                      |
| First mortgage bonds ..... | Feb. 6, 1892 | P. C.<br>4 | Feb. 6 & Aug. 6 | \$2,000             | \$2,000                              |

## Cost of Road and Equipment.

| ROAD.  |  | Total cost up to June 30, 1891. |
|--|--|---------------------------------|
| Roadbed, superstructure and rails, exclusive of cable appliances pertaining to road and superstructure ..... |  | \$4,684 00                      |
| Buildings and fixtures .....   |  | 1,797 25                        |
| Interest and discount charged to construction.....   |  | 620 25                          |
| Total cost of road .....   |  | \$7,101 50                      |
| EQUIPMENT.   |  |                                 |
| Cars .....   |  | \$600 00                        |
| Dummies and machinery.....   |  | 3,000 00                        |
| Cable .....  |  | 218 00                          |
| Total cost of equipment.....   |  | \$4,818 00                      |
| Grand total cost of road and equipment.....  |  | \$11,919 50                     |

## Income Account for Year Ending June 30, 1891.

|  |          |
|--|----------|
| Gross earnings from operation .....                | 53 25    |
| Less operating expenses (excluding all taxes)..... | 1, 00 25 |
| Net loss from operation.....                       | 46 00    |
| Deductions from income, as follows, viz.:          |          |
| Taxes on property used in operation of road .....  | \$66 00  |
| Taxes on earnings and capital stock.....           | 63 18    |
| Taxes other than above.....                        | 82       |
| Interest on funded debt due and accrued.....       | 120 00   |
| Deficit for year ending June 30, 1891 .....        | \$24 00  |

## SEA CLIFF INCLINED CABLE.

885

## General Income Account.

|  |          |
|--|----------|
| Deficit for year ending June 30, 1891..... | \$294 91 |
| Surplus up to June 30, 1890.....           | 376 33   |
| Total surplus June 30, 1891.....           | \$81 42  |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.  |            |
|--|------------|
| From passengers.....   | \$1,053 26 |
| OPERATING EXPENSES.  |            |
| Repairs of roadbed and track.....                                      | \$321 22   |
| Repairs of buildings and fixtures.....                                 | 27 27      |
| Wages of engineer, firemen and all others employed at power-house..... | 459 67     |
| Fuel, light and other supplies used at power-house.....                | 119 00     |
| Water tax.....   | 30 00      |
| Advertising, printing and office expenses.....                         | 3 60       |
| Insurance.....   | 127 26     |
| Total operating expenses.....  | \$1,098 11 |

## General Balance Sheet June 30, 1891.

| ASSETS.                                      |             |
|--|-------------|
| Cost of road.....                            | \$7,101 56  |
| Other permanent investments.....             | 4,878 00    |
| Supplies on hand.....                        | 6 87        |
|  | \$11,985 93 |
| LIABILITIES.                                 |             |
| Capital stock.....                           | \$9,480 00  |
| Funded debt.....                             | 2,000 00    |
| Current liabilities, as follows, viz.:       |             |
| Interest on funded debt due and accrued..... | 120 00      |
| Open accounts.....                           | 304 51      |
| Profit and loss (surplus).....               | 81 42       |
|  | \$11,985 93 |

## Characteristics of Road, Equipment, Etc.

| Length of railway owned by company, as follows:                    |  | Feet. |
|--|--|-------|
| Single track, main line, from shore to top of bluff.....           |  | 478   |
| Second track on main line and branches.....                        |  | 478   |
| Total length of all tracks and sidings owned.....                  |  | 956   |
| Weight of rail per yard.....                                       | 25 lbs.                                    |       |
| Gauge of track.....  | 4 ft. 8½ ins.                              |       |
| Open cars.....   | 2  |       |
| Schedule time making trip one way.....                             | 45 seconds.                                |       |
| Cars are run.....  | Whenever there are passengers.             |       |
| Rate of fare per passenger.....                                    | 5 cents; 25 tickets, \$1; 100 tickets, \$3 |       |
| Number of passengers carried in cars during year.....              | 22,367                                     |       |
| Average number of employees (including officials) during year..... | 3  |       |

## Wages, Etc., of Employees.

|                 | Average number of hours on duty per day. | Wages per day. |
|-----------------|--|----------------|
| Conductors..... | 12                                       | \$1 00         |
| Engineer.....   | 12                                       | 3 24           |

## Officers of the Company.

| Name.             | Title.                      | Official Address.                     |
|-------------------|-----------------------------|---------------------------------------|
| M. OLDRIEN.....   | Vice-President.....         | Sea Cliff, Long Island, N. Y.         |
| L. C. DAILEY..... | Secretary and Treasurer.... | 72 West Thirty-fifth st., N. Y. city. |

## REPORT OF THE RAILROAD COMMISSIONERS.

| Directors of the Company. |  |                  |
|---------------------------|--|------------------|
| Name.                     |  | Residence.       |
| J. M. OLDEIN .....        |  | Sea Cliff, N. Y. |
| A. O. DAILEY .....        |  | New York city.   |
| F. D. PEET .....          |  | Sea Cliff, N. Y. |

Title of company, Sea Cliff Inclined Cable Railway Company.  
 General offices at Sea Cliff, N. Y.  
 Date of close of fiscal year, September 30.  
 Date of stockholders' annual meeting, first Tuesday in October.  
 For information as to this report, address A. O. Dailey, Secretary, 72 West Thirty-fifth street, N. Y. city.

## SECOND AVENUE (New York city).

(Date of charter, January 21, 1883.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.\*

## CAPITAL STOCK.

|  | No. of shares | Total par value. | Cash realized on amount outstanding. |
|--|---------------|------------------|--------------------------------------|
| Authorized by law or charter .....                     | 25,000        | \$2,500,000      | .....                                |
| Issued for actual cash .....                           | 16,239        | \$1,623,900      | \$1,623.90                           |
| Issued for extension of bonds and legal services ..... | 2,381         | 238,100          | .....                                |
| Total now outstanding .....                            | 18,620        | \$1,862,000      | \$1,623.90                           |

## FUNDED DEBT.

| DESIGNATION OF LIEN.               | When due.    | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|------------------------------------|--------------|-----------|---------------|---------------------|--------------------------------------|
|                                    |              | Rate.     | When payable. |                     |                                      |
|                                    |              | p. c.     |               |                     |                                      |
| General cons. mortgage bonds ..... | Nov. 1, 1909 | 5         | May & Nov.    | \$1,600,000         | \$1,623.937 50                       |
| Debenture bonds .....              | Jan. 1, 1909 | 5         | Jan. & July   | 150,000             | 147,000 00                           |
| Total .....                        |              |           |               | \$1,750,000         | \$1,776.937 50                       |

## Cost of Road and Equipment.

| ROAD.                                   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30. |
|---|--|---|
| Roadbed, superstructure and rails ..... | .....  | \$1,345. 7 50                                   |
| Buildings and fixtures .....            | \$20,040 89  | 1,192.. 3 35                                    |
| Total cost of road .....                | \$20,040 89  | \$3.15* 0 00                                    |

\* The amount charged to betterments is for assessment against the proper ad during the year.



## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Horses .....                                 | .....  | \$274,000 00  |
| Harness .....                                | .....  | 14,368 99   |
| Cars .....                                   | .....  | 247,797 00  |
| Wagons, trucks, snow-plows, sleighs .....    | .....  | 26,665 90   |
| Total cost of equipment .....                | .....  | \$562,831 89  |
| Grand total cost of road and equipment ..... | *\$9,040 89  | \$3,700,702 87  |

## Income Account for Year Ending June 30, 1891.

|  |             |              |
|--|-------------|--------------|
| Gross earnings from operation .....                      |             | \$947,054 70 |
| Less operating expenses (excluding all taxes) .....      |             | 737,672 47   |
| Net earnings from operation .....                        |             | \$209,382 23 |
| <i>Income from other sources, as follows, viz.:</i>      |             |              |
| Rent of car panels, etc .....                            | \$2,999 96  |              |
| Dividend from the receiver of Marine National Bank ..... | 3,621 17    |              |
|  |             | 6,621 13     |
| Gross income from all sources .....                      |             | \$216,003 36 |
| <i>Deductions from income, as follows, viz.:</i>         |             |              |
| Taxes on earnings and capital stock .....                | \$48,336 01 |              |
| Interest on funded debt due and accrued .....            | 90,499 92   |              |
| Annual rent .....  | 7,527 56    |              |
|  |             | 141,393 49   |
| Net income from all sources .....                        |             | \$74,609 87  |
| <i>Payments from net income, as follows, viz.:</i>       |             |              |
| Dividends declared, 4 per cent on capital stock .....    |             | 74,480 00    |
| Surplus for year ending June 30, 1891 .....              |             | \$129 87     |

## General Income Account.

|   |             |
|---|-------------|
| Surplus for year ending June 30, 1891 .....                       | \$129 87    |
| Surplus up to June 30, 1890 .....                                 | \$4,559 23  |
|   | \$34,689 09 |
| Deduct amount paid during the year, mainly arrears of taxes ..... | 8,925 00    |
| Total surplus June 30, 1891 .....                                 | \$25,764 09 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |              |
|-----------------------|--------------|
| From passengers ..... | \$947,054 70 |
|-----------------------|--------------|

## OPERATING EXPENSES.

|  |             |
|--|-------------|
| Repairs of roadbed and track .....                                   | \$19,908 71 |
| Repairs of buildings and fixtures .....                              | 4,228 00    |
| Repairs of cars and other vehicles .....                             | 34,341 41   |
| Pairs of harness and stable equipment .....                          | 6,537 01    |
| Reshoeing .....  | 21,842 04   |
| Renewals of horses and mules .....                                   | 37,882 50   |
| Grinder (including expense of grinding) .....                        | 170,719 70  |
| Salaries of general officers and clerks .....                        | 17,607 88   |
| Wages of conductors and drivers on horse cars .....                  | 249,230 20  |
| Like expenses .....  | 1,200 00    |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 127,732 14  |
| Light and fuel .....   | 7,291 59    |
| Water tax .....  | 500 00      |
| Interest of property owners .....                                    | 891 30      |
| Paid to persons and property .....                                   | 16,598 14   |

\* Credit.

|   |            |
|---|------------|
| Legal expenses.....                             | \$7,639 00 |
| Advertising, printing and office expenses ..... | 2,455 71   |
| Insurance.....                                  | 3,780 00   |
| Detective service.....                          | 2,548 38   |
| Interest.....                                   | 429 54     |
| Contingencies.....                              | 2,818 21   |
| Sprinkling tracks.....                          | 1,480 00   |

|                                |              |
|--------------------------------|--------------|
| Total operating expenses ..... | \$737,672 47 |
|--------------------------------|--------------|

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |                       |
|--|-----------------------|
| Cost of road.....                        | \$3,137,870 98        |
| Cost of equipment .....                  | 562,831 39            |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand.....                        | \$12,490 54           |
| Open accounts.....                       | 5,758 77              |
| Supplies on hand.....                    | 4,692 38              |
|  | <u>22,941 69</u>      |
|  | <u>\$3,723,644 53</u> |

| LIABILITIES.                                  |                       |
|---|-----------------------|
| Capital stock.....                            | \$1,862,000 00        |
| Funded debt.....                              | 1,750,000 00          |
| Mortgage on real estate .....                 | 60,000 00             |
| <i>Current liabilities, as follows, viz.:</i> |                       |
| Interest on funded debt due and accrued.....  | \$16,868 16           |
| Open accounts.....                            | 9,072 28              |
|   | <u>25,940 44</u>      |
| Profit and loss (surplus) .....               | 25,764 09             |
|   | <u>\$3,723,644 53</u> |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>   | Miles.     |
|--|------------|
| Single track, main line, from Harlem river to Peck slip.....   | 8          |
| Single track, branch, from North street, Astor place and Eighty-sixth street to Ninety-second Street ferry ..... | 2          |
| Single track, from Harlem river to Fifty-ninth street and First avenue ...                                       | <u>3.5</u> |
| Total length of single track on main line and branches .....   | 13.5       |
| Second track on main line and branches.....  | 12.5       |
| Sidings on main line and branches.....   | <u>1</u>   |
| Total length of all tracks and sidings owned.....  | <u>26</u>  |

| <i>Length of railways actually leased and operated by this company, as follows:</i>                |              |
|--|--------------|
| Single track from Peck slip to Fulton ferry.....   | .50          |
| Single track from First avenue and Fifty-ninth street to Second avenue and Fifty-ninth street..... | <u>.06</u>   |
| Total length of single track leased.....   | .56          |
| Second track and sidings.....  | <u>.56</u>   |
| Total length of all tracks and sidings leased.....   | <u>1.12</u>  |
| Grand total length of all tracks and sidings owned and leased.....                                 | <u>29.12</u> |

|   |              |
|---|--------------|
| Weight of rail per yard.....  | 60 lbs.      |
| Gauge of track.....   | 4 ft. 8½ in. |
| Number of box cars.....   | 59           |
| Open cars.....  | 19           |
| Horses and mules.....   | 57           |
| Schedule time making trip one way.....                              | 1 hr. 20     |
| Cars are run.....   | 1 to 5       |
| Rate of fare per passenger.....                                     | 5            |
| Number of passengers carried in cars during year.....               | 18,941       |
| Average number of employees (including officials) during year ..... | Abot 10      |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.                                   | Annual sa | r. |
|--|-----------|----|
| President, secretary, treasurer, receivers, clerk..... | \$17,000  | 8  |

## OTHER EMPLOYEES.

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Conductors ..... | 11 to 12                                 | \$2 00         |
| Drivers .....    | 11 to 12                                 | 2 00           |
| Starters .....   | 10 to 12                                 | \$2 00 to 2 30 |
| Watchmen .....   | 11 to 12                                 | 1 75           |
| Switchmen .....  | 11 to 12                                 | 1 75           |
| Roadmen .....    | 11                                       | 1 75           |
| Hostlers .....   | 10 to 11                                 | 1 75           |
| Hill boys .....  | 10                                       | 1 25           |

## ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 6        | 4       | 10     |

## Officers of the Company.

| Name.               | Title.          | Official Address.                             |
|---------------------|-----------------|---|
| GEORGE S. HART..... | President.....  | Second ave. and Ninety-sixth st., N. Y. city. |
| CHARLES F. COX..... | Vice-President. | Second ave. and Ninety-sixth st., N. Y. city. |
| JOHN B. UNDERHILL.  | Secretary.....  | Second ave. and Ninety-sixth st., N. Y. city. |
| HENRY E. DOREMUS..  | Treasurer.....  | Second ave. and Ninety-sixth st., N. Y. city. |

## Directors of the Company.

| Name.                     | Residence.      |
|---------------------------|-----------------|
| GEORGE S. HART .....      | New York city.  |
| CHARLES F. COX.....       | New York city.  |
| SAMUEL KNOX.....          | New York city.  |
| EDWARD O. SMITH.....      | Brooklyn, N. Y. |
| MOSES MEHRBACH.....       | New York city.  |
| CHARLES BRENNEMAN.....    | New York city.  |
| NOAH C. ROGERS.....       | New York city.  |
| JAMES L. BREESE.....      | New York city.  |
| AUGUSTUS S. HUTCHINS..... | New York city.  |
| PATSON MERRILL.....       | New York city.  |
| WILLIAM E. PECK.....      | New York city.  |
| RICHARD A. ANTHONY.....   | New York city.  |
| CHARLES E. WELLES.....    | New York city.  |

Title of company, Second Avenue Railroad Company.

General offices at Second Avenue and Ninety-sixth street.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, first Monday in April.

For information as to this report, address John B. Underhill, Secretary.

## SIXTH AVENUE (New York city).

(Date of charter, September 6, 1851.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|---|----------------|------------------|--------------------------------------|
| Authorized by law or charter, issued for a full cash and now outstanding..... | 15,000         | \$1,500,000      | \$1,500,000                          |

## FUNDED DEBT.

| DESIGNATION OF LIEN.      | When due.    | INTEREST. |               | Amount outstanding. |
|---------------------------|--------------|-----------|---------------|---------------------|
|                           |              | Rate.     | When payable. |                     |
| First mortgage bonds..... | July 1, 1891 | p.c.<br>4 | Jan. & July   | \$508,000           |

## Cost of Road and Equipment.

| ROAD.   |  | Total cost up to<br>June 30, 1891. |
|---|--|------------------------------------|
| Roadbed, superstructure and rails.....            |  | \$631,605 64                       |
| Real estate, buildings and fixtures .....         |  | 999,669 28                         |
| Total cost of road .....                          |  | <u>\$1,631,265 92</u>              |
| EQUIPMENT.  |  |                                    |
| Horses and harness .....                          |  | \$187,691 21                       |
| Cars, wagons, trucks, snow-plows and sleighs..... |  | 234,266 15                         |
| Total cost of equipment.....                      |  | <u>\$421,957 36</u>                |
| Grand total cost of road and equipment .....      |  | <u>\$2,043,133 28</u>              |

## Income Account for Year Ending June 30, 1891.

|  |             |                     |
|--|-------------|---------------------|
| Gross earnings from operation.....   |             | \$718,896 15        |
| Less operating expenses (excluding all taxes).....   |             | 491,220 29          |
| Net earnings from operation .....  |             | <u>\$227,677 76</u> |
| Income from other sources .....  |             | 4,988 26            |
| Gross income from all sources .....  |             | <u>\$232,666 71</u> |
| <i>Deductions from income, as follows, viz:</i>  |             |                     |
| Taxes on property used in operation of road, on earnings<br>and capital stock and all other taxes..... | \$48,000 00 |                     |
| Interest on funded debt due and accrued.....   | 20,000 00   |                     |
|  |             | 68,000 00           |
| Net income from all sources.....   |             | <u>\$164,666 71</u> |
| <i>Payments from net income, as follows, viz:</i>  |             |                     |
| Dividends declared, 9% per cent. on capital stock.....   |             | 142,500 00          |
| Surplus for year ending June 30, 1891.....   |             | <u>\$22,166 71</u>  |

## General Income Account.

|  |                     |
|--|---------------------|
| Surplus for year ending June 30, 1891 .....  | \$22,166 71         |
| Surplus up to June 30, 1890 .....  | 190,553 23          |
| Credit from suspense account on account of settlement of several claims<br>and law suits against the company ..... | 20,000 00           |
| Total surplus June 30, 1891.....   | <u>\$142,517 94</u> |

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                                      |       |      |
|--|-------|------|
| From passengers.....                           | \$7   | 1 75 |
| OPERATING EXPENSES.                            |       |      |
| Repairs of roadbed and track.....              | \$19. | 13   |
| Repairs of buildings and fixtures.....         | 1.4   | 89   |
| Repairs of cars and other vehicles.....        | 14.8  | 49   |
| Repairs of harness and stable equipment .....  | 8.0   | 40   |
| Horseshoeing .....                             | 14.7  | 90   |
| Renewals of horses and mules.....              | 23.1  | 09   |
| Provender (including expense of grinding)..... | 102.1 | 05   |
| Salaries of general officers and clerks .....  | 62.   | 80   |

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|   |                     |
|---|---------------------|
| Wages of conductors and drivers on horse cars.....                  | \$192,866 48        |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 102,979 45          |
| Light and fuel.....   | 4,354 12            |
| Water tax.....  | 532 75              |
| Damages to persons and property.....                                | 4,749 89            |
| Legal expenses.....   | 1,977 75            |
| Advertising, printing and office expenses.....                      | 445 61              |
| Insurance.....  | 3,259 31            |
| Removal of snow and ice.....  | 355 88              |
| Contingencies.....  | 5,653 92            |
| <b>Total operating expenses.....</b>                                | <b>\$491,520 30</b> |

**General Balance Sheet June 30, 1891.**

**ASSETS.**

|                        |                |
|------------------------|----------------|
| Cost of road.....      | \$1,621,265 92 |
| Cost of equipment..... | 421,867 36     |

**Other permanent investments, as follows, viz.:**

|                                 |                 |
|---------------------------------|-----------------|
| <b>Fertilizing Company.....</b> | <b>6,000 00</b> |
|---------------------------------|-----------------|

*Current assets, as follows, viz.:*

|                        |             |                       |
|------------------------|-------------|-----------------------|
| Cash on hand .....     | \$61,052 05 |                       |
| Open accounts .....    | 84,788 34   |                       |
| Supplies on hand ..... | 10,000 00   |                       |
|                        |             | 155,788 39            |
|                        |             | <u>\$2,204,921 67</u> |

### LIABILITIES.

|                     |                |
|---------------------|----------------|
| Capital stock ..... | \$1,500,000 00 |
| Funded debt .....   | 500,000 00     |

**Current liabilities, as follows, viz.:**

|  |             |                       |
|--|-------------|-----------------------|
| Interest on funded debt due and accrued..... | \$10,000 00 |                       |
| Open accounts.....                           | 52,404 13   | 62,404 13             |
| Profit and loss (surplus) .....              |             | 142,517 54            |
|  |             | <u>\$2,204,921 67</u> |

### Characteristics of Road, Equipment, Etc.

***Length of railway owned by company as follows:***

| <i>Length of railway owned by company as follows:</i>                              | <i>Miles.</i> |
|--|---------------|
| <b>Single track, main line, from Fifty-ninth street to Canal and Varick sts...</b> | <b>3.44</b>   |
| <b>Second track on main line and branches.....</b>                                 | <b>3.44</b>   |
| <b>Sidings on main line and branches.....</b>                                      | <b>.75</b>    |

**Total length of all tracks and sidings owned**

*Length of railways owned and operated by this company in common with Eighth Avenue Railroad, as follows:*

|   |      |
|---|------|
| Single track from Canal and Varick sts. to B'dway at Canal and Vesey sts. | 1.12 |
| Second track from Canal and Varick sts. to B'dway at Canal and Vesey sts. | 1.12 |

**Total length of single track leased**

|  |      |
|--|------|
| Total length of single track leased..... | 2.24 |
|--|------|

Grand total length of all tracks and sidings owned and leased

|   |      |
|---|------|
| Grand total length of all tracks and sidings owned and leased ..... | 9.87 |
|---|------|

|   |                    |
|---|--------------------|
| Weight of rail per yard .....                               | 60 lbs.            |
| Gauge of track .....  | 4 ft. 8½ in.       |
| Number of box cars .....                                    | 102                |
| Open cars .....   | 15                 |
| Horses and mules .....                                      | 1,093              |
| Schedule time making trip one way .....                     | 48 min.            |
| Cars run .....  | Every 1 to 15 min. |
| Rate of fare per passenger .....                            | 5 cents.           |
| Number of passengers carried in cars during year .....      | 14,377,963         |
| Number of employees (including officials) during year ..... | 493                |

### Salaries, Wages, Etc., of Officers and Employees.

### OFFICERS AND CLERKS.

|                       | OFFICERS AND CLERKS. | Annual salary. |
|-----------------------|----------------------|----------------|
| General officers..... |                      | \$22,800       |
| Ensigns.....          |                      | 6,520          |

## OTHER EMPLOYEES.

|                 | Average number of hours on duty per day. | Wages per day.  |
|-----------------|--|-----------------|
| Conductors..... | 10 to 12                                 | \$3 00          |
| Drivers.....    | 10 to 12                                 | 2 00            |
| Starters.....   | 10 to 12                                 | \$2 25 and 2 00 |
| Watchmen.....   | 10 to 12                                 | 1 75            |
| Switchmen.....  | 10 to 12                                 | 1 75            |
| Roadmen.....    | 10 to 12                                 | 1 75            |
| Hostlers.....   | 10 to 12                                 | 1 75            |
| Receivers.....  | 10                                       | 2 50            |

## ACCIDENTS.

|                            | Injured. | Killed. | Total. |
|----------------------------|----------|---------|--------|
| Passenger.....             | 1        | .....   | 1      |
| Others, not employees..... | 1        | 1       | 2      |
| Total.....                 | 2        | 1       | 3      |

## Officers of the Company.

| Name.                | Title.                       | Official Address.           |
|----------------------|------------------------------|-----------------------------|
| FRANK CURTISS.....   | President.....               | 758 Sixth ave., N. Y. city. |
| HENRY S. MOORE.....  | Secretary and Treasurer..... | 758 Sixth ave., N. Y. city. |
| PETER A. MILLER..... | Superintendent.....          | 758 Sixth ave., N. Y. city. |

## Directors of the Company.

| Name.                      | Residence.          |
|----------------------------|---------------------|
| FRANK CURTISS.....         | New York city.      |
| HENRY DEMAREST.....        | New York city.      |
| WILLIAM G. MORTIMER.....   | New York city.      |
| ALBERT W. GREEN.....       | New York city.      |
| THEO. E. MACY.....         | New York city.      |
| CHARLES G. LANDON.....     | New York city.      |
| SAMUEL THORNE.....         | New York city.      |
| HENRY S. MOORE.....        | White Plains, N. Y. |
| F. P. OLCOTT.....          | New York city.      |
| EDWARD WESTON.....         | New York city.      |
| WILLIAM CARPENTER.....     | New York city.      |
| ALEXANDER T. VAN NEST..... | New York city.      |

Title of company, The Sixth Avenue Railroad Company.

General offices at 758 Sixth avenue, New York city.

Date of stockholders' annual meeting, second Tuesday of February.

For information as to this report, address Henry S. Moore, Secretary.

## SOUTH BROOKLYN CENTRAL.

(Date of charter, August, 1877.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | To. par v. |
|---|----------------|------------|
| Authorized by law or charter and now outstanding..... | 1,250          | \$1 00     |

## FUNDED DEBT.

| DESIGNATION OF LIEN.     | When due.    | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|--------------------------|--------------|-----------|---------------|---------------------|--------------------------------------|
|                          |              | Rate.     | When payable. |                     |                                      |
| First mortgage bonds...  | Aug. 1, 1897 | p.c. 7    | Aug. & Feb.   | \$125,000           | .....                                |
| Second mortgage bonds.   | Aug. 1, 1897 | 6         | Aug. & Feb.   | 150,000             | \$150,000                            |
| Real estate mortgage.... | .....        | .....     | Dec. & June.  | 8,500               | .....                                |
| Total .....              | .....        | .....     | .....         | \$278,500           | \$150,000                            |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$7,361 39   | \$299,771 17  |
| Electric appliances pertaining to road and superstructure .....   | 359 82   | 359 82  |
| Real estate .....   | 691 41   | 15,708 24   |
| Buildings and fixtures .....  | .....  | 21,083 12   |
| Total cost of road .....  | \$8,412 62   | \$336,920 35  |
| EQUIPMENT.  |  |   |
| Horses .....  | *\$1,180 00  | \$29,644 10   |
| Harness .....   | 222 50   | 1,809 80  |
| Cars .....  | .....  | 48,944 11   |
| Wagons, trucks, snow-plows, sleighs .....   | .....  | 1,185 00  |
| Total cost of equipment .....   | *\$907 50  | \$81,573 01   |
| Grand total cost of road and equipment .....  | \$7,505 12   | \$418,503 36  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |
|---|------------|
| Roadbed, superstructure and rails, extending line ..... | \$7,025 90 |
| Switches, etc. ....                                     | 335 49     |
| Real estate, assessments for improvements .....         | 691 41     |
| Harness, increase in value .....                        | 222 50     |
| Electricity, procuring consents .....                   | 359 53     |
| Total .....   | \$8,635 12 |

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$96,566 48 |
| Less operating expenses (excluding all taxes) ..... | 77,374 53   |
| Net earnings from operation .....                   | \$19,191 95 |
| Deductions from income, as follows, viz.:           |             |
| Losses on property used in operation of road .....  | \$1,097 98  |
| Losses on earnings and capital stock .....          | 804 57      |
| Losses other than above .....                       | 380 00      |
| Interest on funded debt due and accrued .....       | 17,925 00   |
| Interest paid for tracks .....                      | 250 00      |
|   | 20,437 55   |
| Deficit for year ending June 30, 1891 .....         | \$1,245 60  |

\* Credit.

## General Income Account.

|   |               |
|---|---------------|
| Deficit for year ending June 30, 1891 ..... | \$1,345 08    |
| Surplus up to June 30, 1890 .....           | 1,338 04      |
| Total surplus June 30, 1891 .....           | <u>992 48</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                            |                    |
|----------------------------|--------------------|
| From passengers .....      | \$96,349 48        |
| Signs in cars .....        | 217 00             |
| Total gross earnings ..... | <u>\$96,566 48</u> |

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| Repairs of roadbed and track .....                                   | \$1,506 06         |
| Repairs of buildings and fixtures .....                              | 1,761 34           |
| Repairs of cars and other vehicles .....                             | 2,269 00           |
| Repairs of harness and stable equipment .....                        | 92 00              |
| Horseshoeing .....   | 2,543 17           |
| Renewals of horses .....   | 6,831 26           |
| Provender (including expense of grinding) .....                      | 18,365 11          |
| Wages of conductors and drivers on horse cars .....                  | 30,207 25          |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc ..... | 10,506 06          |
| Light and fuel .....   | 474 44             |
| Water tax .....  | 145 07             |
| Damages to persons and property .....                                | 744 45             |
| Legal expenses .....   | 201 79             |
| Advertising, printing, and office expenses .....                     | 140 74             |
| Insurance .....  | 1,093 81           |
| Removal of snow and ice .....  | 301 40             |
| Contingencies .....  | 180 55             |
| Total operating expenses .....                                       | <u>\$77,374 93</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|                         |              |
|-------------------------|--------------|
| Cost of road .....      | \$336,920 25 |
| Cost of equipment ..... | 81,568 01    |

## Current assets, as follows, viz.:

|                        |                     |
|------------------------|---------------------|
| Cash on hand .....     | \$3,844 47          |
| Open accounts .....    | 73 32               |
| Supplies on hand ..... | 1,818 45            |
|                        | <u>5,736 24</u>     |
|                        | <u>\$424,239 00</u> |

## LIABILITIES.

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$125,000 00 |
| Funded debt .....   | 378,500 00   |

## Current liabilities, as follows, viz.:

|  |                     |
|--|---------------------|
| Interest on funded debt, accrued ..... | \$7,410 41          |
| Open accounts .....                    | 13,236 73           |
| Profit and loss (surplus) .....        | 20,647 14           |
|  | <u>92 48</u>        |
|  | <u>\$424,239 00</u> |

## Characteristics of Road, Equipment, Etc.

|   |   |            |
|---|---|------------|
| Length of railway owned by company, as follows:                         |   | Miles.     |
| Single track, main line, from Rochester avenue to Columbia street ..... |   | 4.5        |
| Second track on main line and branches .....                            |   | 4          |
| Total length of all tracks and sidings owned .....                      |   | <u>8.5</u> |
| Weight of rail per yard .....   |   | bs.        |
| Gauge of track .....  | 4 ft. 8 1/2                                 | in.        |
| Number of box cars .....  |   | 21         |
| Open cars .....   |   | 21         |
| Horses .....  |   | 150        |
| Schedule time making trip one way .....                                 |   | 34 min     |
| Cars are run .....  | Every 5 to 10 minutes, according to time of | 17.        |
| Rate of fare per passenger .....  | 5 cents, adults; 3 cents, chil              | 32.        |
| Number of passengers carried in cars during year .....                  |   | 50         |
| Average number of employees (including officials) during year .....     |   | 79         |



## Wages, Etc., of Employees.

|                            | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>trip. |
|----------------------------|---|--------------------|
| Conductors.....            | *   | \$0 25             |
| Drivers.....               | *   | 25                 |
| Starters.....              | 9   | 72 00              |
| Watchmen.....              | 10  | 118 00             |
| Hostlers and changers..... | 10  | \$10.50 to 12.25   |
| Tow boys.....              | 10  | 71 25              |

## Officers of the Company.

| Name.                  | Title.         | Official Address. |
|------------------------|----------------|-------------------|
| WM. RICHARDSON.....    | President..... | Brooklyn, N. Y.   |
| WM. J. RICHARDSON..... | Secretary..... | Brooklyn, N. Y.   |
| NEWBURY H. FROST.....  | Treasurer..... | Brooklyn, N. Y.   |

## Directors of the Company.

| Name.                  | Residence.      |
|------------------------|-----------------|
| WM. RICHARDSON.....    | Brooklyn, N. Y. |
| WM. J. RICHARDSON..... | Brooklyn, N. Y. |
| NEWBURY H. FROST.....  | Brooklyn, N. Y. |
| JAMES H. KIRBY.....    | Brooklyn, N. Y. |
| AUGUSTUS STORR.....    | Brooklyn, N. Y. |

Title of company, South Brooklyn Central Railroad Company.

General offices at corner Atlantic and Third avenues, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Wednesday in November.

For information as to this report, address Wm. J. Richardson, Secretary.

## SOUTH FERRY (New York city).

LESSOR.

LESSOR—BROADWAY AND SEVENTH AVENUE.

OPERATED BY HOUSTON, WEST STREET AND PAVONIA FERRY.

No report received for year ending June 30, 1891. Operations included in report of Houston, West Street and Pavonia Ferry Railroad Company, *ante*.—R. R. Commissioners.

## STATEN ISLAND BELT LINE.

(Date of charter, July 26, 1887.)

report received for year ending June 30, 1891. Last information as to this company  
 1. given by the Board of Railroad Commissioners was that the road was in hands of  
 1. J. D. Van Hoesen, receiver, whose address was 79 Cedar street, New York city.  
 1. Letter filed with Board December 27, 1889.—R. R. Commissioners.

\* According to law.

† Per day.

‡ Per week.

## STEINWAY AND HUNTER'S POINT.

(Date of charter, April 21, 1874.)

For history of organization, merger, etc., see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| Authorized by law or charter .....   | 2,500          | \$250.00            |
| Issued for reorganization of Long Island City Shore R. R. ....   | 600            | \$60.00             |
| Issued to retire second mortgage .....   | 500            | \$50.00             |
| Issued in exchange of stock of the following companies:<br>Broadway and B. B. R. R. Co., Astoria and Hunter's Point<br>R. R. Co., Jackson and Steinway Ave. R. R. Co., Steinway<br>Ave. and B. B. R. R. Co. .... | 1,400          | 140.00              |
| Total now outstanding .....  | 2,500          | \$250.00            |

## \*FUNDED DEBT.

| DESIGNATION OF LIEN.                     | When due.     | INTEREST. |                  | Amount<br>outstand-<br>ing. |
|--|---------------|-----------|------------------|-----------------------------|
|  |               | Rate.     | When<br>payable. |                             |
| Steinway and Hunter's Pt. R. R. Co. .... | July 1, 1903  | p. c.     | Jan. 1 & July 1  | \$60.00                     |
| Broadway and B. B. R. R. Co. ....        | July 1, 1903  | 6         | Jan. 1 & July 1  | 60.00                       |
| Astoria and Hunter's Pt. R. R. Co. ....  | June 1, 1897  | 7         | June 1 & Dec. 1  | 55.00                       |
| Steinway Ave. and B. B. R. R. Co. ....   | July 10, 1903 | 6         | Feb. 1 & Aug. 1  | 20.00                       |
| Steinway and Hunter's Pt. R. R. Co. .... | On demand.    | 6         | Jan. 1 & July 1  | 100.00                      |
| Steinway and Hunter's Pt. R. R. Co. .... | On demand.    | 6         | Jan. 1 & July 1  | 80.00                       |
| Steinway and Hunter's Pt. R. R. Co. .... | On demand.    | 6         | Jan. 1 & July 1  | 105.00                      |
| Total .....                              |               |           |                  | \$450.00                    |

## Cost of Road and Equipment.

| ROAD.                                   | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails ..... | \$3,016 68   | \$51. 21 71   |
| Real estate .....                       |  | 6. 37 00  |
| Buildings and fixtures .....            | 1,437 15   | 52. 40 82   |
| Purchase of constructed road .....      |  | 32. 33 45   |
| Total cost of road .....                | \$4,453 83   | \$43. 12 98   |

\* Issued partly for cash and partly for exchange of outstanding bonds at the merger, April 13, 1885. The original issue of mortgage bonds of the respective companies now forming the Steinway and Hunter's Point R. R. Co. are still outstanding, as assured by the latter company under the merger agreement.

# STEINWAY AND HUNTER'S POINT.

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## Cost of Road and Equipment—(Continued).

| EQUIPMENT.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Horses .....  | \$2,250 00   | \$42,582 22   |
| Harness .....   | 993 66   | 6,419 65  |
| Cars, other than motor cars .....                                     | 11,579 22  | 65,589 67   |
| Motor cars and fixtures .....   | 579 20   | 579 20  |
| Stable and depot equipment, wagons, trucks, snow-plows, sleighs ..... | 2,298 68   | 7,429 65  |
| Total cost of equipment .....   | \$17,700 76  | \$122,580 59  |
| Grand total cost of road and equipment .....                          | \$22,154 59  | \$556,399 43  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |             |
|--|-------------|
| Paving at Mill street opposite Astoria ferry entrance, also Steinway and Winthrop avenues in front of main depot; raising and strengthening track on blue road, including paving of curves and switches, also same work on Flushing avenue; constructing man-hole near depot ..... | \$3,016 68  |
| Enlarging branch stable at Astoria ferry, including plumbing work, painting, etc.; altering room at 111 East Fourteenth street, New York city, for offices, including work to vault, etc.; additional carpenter work to horse sheds at Sunnyside and other small work .....        | 1,437 15    |
| Increase of fifteen horses to horse equipment account .....  | 2,250 00    |
| Additional harness supplies .....  | 993 66      |
| Entire construction of eight large open cars, improving extensively seven blue open and box cars, eleven open and box cars (red) and eight old summer cars, including miscellaneous new work .....   | 11,579 22   |
| One motor car (Daimler patent) in course of construction .....   | 579 20      |
| One walk-away snow-plow, one buzz plane and counter band saws, mortising machine, one set Mack and Prentiss drills, one two-horse power Daimler motor, office desks, safes, etc .....  | 2,298 68    |
| Total .....  | \$22,154 59 |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$143,262 74 |
| Less operating expenses (excluding all taxes) ..... | 152,156 05   |
| Net deficit from operation .....                    | \$8,893 31   |

### Income from other sources, as follows, viz.:

|   |            |
|---|------------|
| Brooklyn Crosstown Railroad Company .....           | \$320 00   |
| Long Island City and Newtown Railroad Company ..... | 100 00     |
|   | 420 00     |
| Gross deficit from all sources .....                | \$8,473 00 |

### Deductions from income, as follows, viz.:

|  |             |
|--|-------------|
| Taxes on property used in operation of road .....                                | \$2,075 27  |
| Taxes on earnings and capital stock .....  | 768 81      |
| Taxes other than above .....   | 54 30       |
| Interest on funded and unfunded debt due and accrued .....                       | 24,028 74   |
| Discounts .....  | 6,390 57    |
| Rental for leased lines Riker Avenue and Sandford's Point Railroad Company ..... | 1,751 92    |
| Rent for stable and waiting-room at Astoria ferry .....                          | 467 33      |
|  | 35,537 94   |
| Net deficit for year ending June 30, 1891 .....                                  | \$44,011 25 |

## General Income Account.

|  |              |
|--|--------------|
| Net deficit for year ending June 30, 1891 .....                              | \$44,011 25  |
| Deficit up to June, 1890 .....   | 171,511 96   |
| Outstanding loans omitted on record at time of settlement with holders ..... | 4,588 00     |
| Net deficit June 30, 1891 .....  | \$220,111 21 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

| EARNINGS.                  |                     |
|----------------------------|---------------------|
| From passengers:           |                     |
| Car fares .....            | \$142,824 06        |
| Car tickets .....          | 878 00              |
| Total gross earnings ..... | <u>\$143,702 06</u> |

| OPERATING EXPENSES.  |                     |
|--|---------------------|
| Repairs of roadbed and track .....                                   | \$5,532 34          |
| Repairs of buildings and fixtures .....                              | 1,731 04            |
| Repairs of cars (not motors) and other vehicles .....                | 5,341 85            |
| Repairs of motor cars and fixtures .....                             | 290 70              |
| Repairs of harness and stable equipment .....                        | 1,785 24            |
| Horseshoeing .....   | 3,351 13            |
| Renewals of horses and mules .....                                   | 8,442 30            |
| Provender (including expense of grinding) .....                      | 35,866 04           |
| Salaries of general officers and clerks .....                        | 7,440 52            |
| Wages of conductors and drivers on horse cars .....                  | 36,437 11           |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 28,730 14           |
| Light and fuel .....   | 1,388 02            |
| Water tax .....  | 29 44               |
| Damages to persons and property .....                                | 4,164 50            |
| Legal expenses .....   | 2,803 02            |
| Advertising, printing and office expenses .....                      | 2,177 06            |
| Insurance .....  | 1,505 53            |
| Contingencies:   |                     |
| Stable supplies .....  | 2,571 23            |
| Oil and waste .....  | 345 21              |
| Horse medical attendance .....                                       | 518 18              |
| Medical attendance to persons .....                                  | 686 30              |
| Miscellaneous receipts and expenses .....                            | 1,061 47            |
| Total operating expenses .....                                       | <u>\$152,156 05</u> |

## General Balance Sheet June 30, 1891.

| ASSETS.                            |                     |
|------------------------------------|---------------------|
| Cost of road .....                 | \$433,519 04        |
| Cost of equipment .....            | 122,500 30          |
| Current assets, as follows, viz.:  |                     |
| Cash on hand .....                 | \$711 48            |
| Open accounts .....                | 2,773 71            |
| Supplies on hand .....             | 3,506 52            |
| Profit and loss (deficiency) ..... | 6,981 71            |
|                                    | <u>220,111 21</u>   |
|                                    | <u>\$785,502 35</u> |

| LIABILITIES.  |                     |
|---|---------------------|
| Capital stock .....   | \$350,000 00        |
| Funded debt .....   | 480,000 00          |
| Current liabilities, as follows, viz.:                      |                     |
| Interest on funded and unfunded debt, due and accrued ..... | \$14,191 36         |
| Bills payable and loans .....                               | 58,925 26           |
| Open accounts .....   | 10,385 73           |
|   | <u>83,492 35</u>    |
|   | <u>\$783,502 35</u> |

## Characteristics of Road, Equipment, Etc.

|   |             |
|---|-------------|
| Length of railway owned by company, as follows:                                       | feet        |
| Single track, main line, from Hunter's Point ferries to Astoria and Steinway .....    | 1.          |
| Single track, branch, from East River, at Broadway, to Steinway avenue .....          | 1.          |
| Single track, branch, from corner of Flushing and Steinway avenues to city line ..... | .50         |
| Total length of single track on main line and branches .....                          | 1.50        |
| Second track on main line and branches .....  | 2.73        |
| Sidings on main line and branches .....   | 1.          |
| Total length of all tracks and sidings owned .....                                    | <u>1.50</u> |

# STEINWAY AND HUNTER'S POINT.

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*Length of railways actually leased and operated by this company, as follows:*

|  |      |
|--|------|
| Single track from Steinway avenue to Grand pier, Bowery Bay.....       | 1.75 |
| Single track from east end of Flushing avenue to Bowery Bay road ..... | .75  |

|  |      |
|--|------|
| Total length of single track leased..... | 2.50 |
| Second track and sidings.....            | .75  |

|  |      |
|--|------|
| Total length of all tracks and sidings leased..... | 3.25 |
|--|------|

|   |       |
|---|-------|
| Grand total length of all tracks and sidings owned and leased ..... | 31.50 |
|---|-------|

|                                    |         |
|------------------------------------|---------|
| Weight of steel rail per yard..... | 47 lbs. |
|------------------------------------|---------|

|                      |              |
|----------------------|--------------|
| Gauge of track ..... | 4 ft. 8½ in. |
|----------------------|--------------|

|                         |    |
|-------------------------|----|
| Number of box cars..... | 42 |
|-------------------------|----|

|                |    |
|----------------|----|
| Open cars..... | 50 |
|----------------|----|

|                       |     |
|-----------------------|-----|
| Horses and mules..... | 234 |
|-----------------------|-----|

|                           |   |
|---------------------------|---|
| Number of motor cars..... | 3 |
|---------------------------|---|

|                                    |  |
|------------------------------------|--|
| Schedule time making trip one way: |  |
|------------------------------------|--|

|  |             |
|--|-------------|
| Via Steinway and Jackson avenues ..... | 40 minutes. |
|--|-------------|

|                         |             |
|-------------------------|-------------|
| Via Vernon avenue ..... | 50 minutes. |
|-------------------------|-------------|

|                   |                        |
|-------------------|------------------------|
| Cars are run..... | Every 5 to 15 minutes. |
|-------------------|------------------------|

|                                  |  |
|----------------------------------|--|
| Rate of fare per passenger ..... | 5 cents; school children, 2 and 3 cents. |
|----------------------------------|--|

|   |           |
|---|-----------|
| Number of passengers carried in cars during year..... | 2,850,000 |
|---|-----------|

|  |     |
|--|-----|
| Average number of employees (including officials), during year ..... | 100 |
|--|-----|

## Salaries, Wages, Etc., of Officers and Employees.

### OFFICERS AND CLERKS.

### Annual salary.

|  |            |
|--|------------|
| President.....   | \$2,000 00 |
| General manager.....   | 2,400 00   |
| Bookkeeper at depot.....   | 1,800 00   |
| Receivers.....   | 832 00     |
| Bookkeeper at No. 111 East Fourteenth street, New York city..... | 260 00     |

### OTHER EMPLOYEES.

|                                   | Average number of hours on duty per day. | Wages per day. |
|-----------------------------------|--|----------------|
| Conductors .....                  | 12                                       | \$2 00         |
| Drivers.....                      | 12                                       | 2 00           |
| Starters.....                     | 12                                       | 2 00           |
| Watchmen .....                    | 12                                       | 1 75           |
| Roadmen.....                      | 12                                       | 1 50           |
| Hostlers and stableman .....      | 10                                       | 1 75           |
| Blacksmiths and car builders..... | 10                                       | 2 50           |
| Horseshoers.....                  | 10                                       | 3 50           |
| Car builders .....                | 10                                       | 2 00           |

### ACCIDENTS.

### Injured

|                 |    |
|-----------------|----|
| Passengers..... | 19 |
|-----------------|----|

### Officers of the Company.

| Name.                   | Title.               | Official Address.                 |
|-------------------------|----------------------|-----------------------------------|
| LOUIS VON BERNUTH.....  | President.....       | 111 East 14th street, N. Y. city. |
| CHARLES F. TRETBAE..... | Secretary-Treas..... | 111 East 14th street, N. Y. city. |
| A. D. MOULTON.....      | Superintendent.....  | Long Island City.                 |

### Directors of the Company.

| Name.                      | Residence.        |
|----------------------------|-------------------|
| WILLIAM STEINWAY.....      | New York city.    |
| LOUIS VON BERNUTH.....     | Long Island City. |
| CHARLES F. TRETBAE.....    | New York city.    |
| HARRY D. LOW.....          | New York city.    |
| WALTER C. FOSTER.....      | Long Island City. |
| HENRY A. CASSEBEE, JR..... | Long Island City. |
| I. E. KLEBER.....          | New York city.    |

le of company, Steinway and Hunters Point Railroad Company.  
 neral offices at 111 East 14th street, New York city, and at Long Island City.  
 te of close of fiscal year, June 30.  
 te of stockholders' annual meeting, last Friday in April.  
 information as to this report, address Louis Von Bernuth, President.

## REPORT OF THE RAILROAD COMMISSIONERS.

## STILLWATER AND MECHANIOVILLE.

(Date of charter, November 13, 1882.)

For history of organization, see Report of 1888.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....      | 1,600          | \$40,000         | .....                                |
| Issued for actual cash .....           | 400            | \$10,000         | \$10,000 00                          |
| Issued on account of construction..... | 28             | 700              | 700 00                               |
| Cash paid certificates not issued..... | .....          | .....            | 12 50                                |
| Total now outstanding.....             | 428            | \$10,700         | \$10,712 50                          |

## FUNDED DEBT.

| DESIGNATION OF LIEN. | When due.     | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------|---------------|-----------|---------------|---------------------|--------------------------------------|
|                      |               | Rate.     | When payable. |                     |                                      |
| Bonds .....          | April 1, 1893 | 6         | April & Oct.  | \$12,000            | \$12,000                             |
| Bonds .....          | April 1, 1900 | 6         | April & Oct.  | 5,500               | 5,500                                |
| Total .....          | .....         | .....     | .....         | \$17,500            | \$17,500                             |

## Cost of Road and Equipment.

|   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails .....     | \$73 30  | \$23,914 96   |
| Real estate.....                            | .....  | 300 00  |
| Buildings and fixtures.....                 | .....  | 302 57  |
| Total cost of road.....                     | \$73 30  | \$25,517 53   |
| EQUIPMENT.                                  |  |   |
| Horses.....                                 | .....  | \$889 70  |
| Harness.....                                | .....  | 75 60   |
| Cars.....                                   | .....  | 3,000 00  |
| Wagons, trucks, snow-plows and sleighs..... | .....  | 73  |
| Total cost of equipment.....                | .....  | \$3,958 30  |
| Grand total cost of road and equipment..... | \$73 30  | \$29,475 83   |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cost and expenses of issuing second mortgage bonds and perfecting title.

# STILLWATER AND MECHANIOVILLE

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## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation.....                 | \$6,268 70 |
| Less operating expenses (excluding all taxes)..... | 5,011 98   |
| Net earnings from operation.....                   | \$1,256 72 |
| Income from other sources, as follows, viz.:       |            |
| Adverising in cars, two years.....                 | 125 00     |
| Gross income from all sources.....                 | \$1,381 72 |
| Deductions from income, as follows, viz.:          |            |
| Taxes on property used in operation of road.....   | \$183 92   |
| Taxes on earnings and capital stock.....           | 36 25      |
| Taxes other than above.....                        | 17 91      |
| Interest on funded debt due and accrued.....       | 1,023 42   |
|  | 1,261 50   |
| Surplus for year ending June 30, 1891.....         | \$120 22   |

## General Income Account.

|  |          |
|--|----------|
| Surplus for year ending June 30, 1891..... | \$120 22 |
| Surplus up to June 30, 1890.....           | 373 30   |
| Total surplus June 30, 1891.....           | \$493 52 |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                           |            |
|---------------------------|------------|
| From passengers.....      | \$5,664 75 |
| Express earnings.....     | 294 40     |
| Freight earnings.....     | 309 55     |
| Total gross earnings..... | \$6,268 70 |

### OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of roadbed and track.....                                   | \$301 34   |
| Repairs of buildings and fixtures.....                              | 53 99      |
| Repairs of cars and other vehicles.....                             | 105 01     |
| Repairs of harness and stable equipment.....                        | 84 29      |
| Horseshoeing.....   | 171 80     |
| Provender (including expense of grinding).....                      | 999 07     |
| Salaries of general officers and clerks.....                        | 221 88     |
| Wages of conductors and drivers on horse-cars.....                  | 1,400 00   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 476 75     |
| Light and fuel.....   | 96 22      |
| Shed rent.....  | 15 00      |
| Horses for transfer passengers.....                                 | 73 12      |
| Advertising, printing and office expenses.....                      | 52 28      |
| Insurance.....  | 44 00      |
| Removal of snow and ice.....  | 409 08     |
| Contingencies, oil and waste.....                                   | 7 55       |
| Total operating expenses.....                                       | \$5,011 98 |

## General Balance Sheet June 30, 1891.

### ASSETS.

|                             |             |
|-----------------------------|-------------|
| Cost of road.....           | \$25,517 53 |
| Cost of equipment.....      | 4,239 43    |
| Current assets, as follows: |             |
| Open accounts.....          | \$200 07    |
| Supplies on hand.....       | 154 20      |
|                             | 354 27      |
|                             | \$30,111 23 |

### LIABILITIES.

|  |             |
|--|-------------|
| Capital stock.....                           | \$10,712 50 |
| Funded debt.....                             | 17,500 00   |
| Unfunded liabilities as follows, viz.:       |             |
| Interest on funded debt due and accrued..... | \$397 00    |
| Dividends unpaid.....                        | 536 25      |
| Open accounts.....                           | 396 96      |
| Prepaid expenses.....                        | 75 00       |
|  | 1,405 21    |
| Surplus and loss (surplus).....              | 493 52      |
|  | \$30,111 23 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>                |                  | Miles. |
|---|------------------|--------|
| Single track, main line, from Stillwater to Mechanicville depot ..... |                  | 4.35   |
| Sidings on main line and branches.....                                |                  | .07    |
| Total length of all tracks and sidings owned .....                    |                  | 4.42   |
| Weight of rails per yard.....   | 25 and 30 lbs.   |        |
| Gauge of track .....  | 4 ft. 8½ in.     |        |
| Number of box cars .....  | 8                |        |
| Open cars .....   | 1                |        |
| Horses and mules .....  | 1                |        |
| Schedule time making trip one way .....                               | 45 minutes.      |        |
| Cars are run .....  | 7 trips per day. |        |
| Rate of fare per passenger .....                                      | 5, 10 & 15 cts.  |        |
| Number of passengers carried in cars during year .....                | 53,971           |        |
| Average number of employees (including officials) during year .....   | 7                |        |

## Salaries, Wages, Etc., of Officers and Employees.

| GENERAL OFFICERS.                                   | Annual salary. |
|---|----------------|
| President, superintendent and general manager ..... | \$75 00        |
| Secretary and treasurer .....                       | 75 00          |
| Assistant treasurer .....                           | 25 00          |

## OTHER EMPLOYEES.

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Conductors ..... | 11                                       | \$3 00         |
| Drivers .....    | 10                                       | 1 50           |
| Roadmen .....    | 10                                       | 1 50           |
| Hostlers .....   | 12                                       | 1 50           |

## Officers of the Company.

| Name.                | Title.                                   | Official Address. |
|----------------------|--|-------------------|
| WM. L. DENISON ..... | President, Supt. and Gen'l Manager ..... | Stillwater, N. Y. |
| EDWARD I. WOOD ..... | Secretary and Treasurer .....            | Stillwater, N. Y. |
| LYMAN SMITH .....    | Assistant Treasurer .....                | Stillwater, N. Y. |

## Directors of the Company.

| Name.                     | Residence.           |
|---------------------------|----------------------|
| WM. L. DENISON .....      | Stillwater, N. Y.    |
| GEO. H. LANSING .....     | Stillwater, N. Y.    |
| WM. H. BLOOD .....        | Stillwater, N. Y.    |
| THOS. O. PRAY .....       | Stillwater, N. Y.    |
| LYMAN SMITH .....         | Stillwater, N. Y.    |
| PETER VAN VECHTEN .....   | Stillwater, N. Y.    |
| PETER V. WETSEL .....     | Stillwater, N. Y.    |
| W. R. PALMER .....        | Stillwater, N. Y.    |
| EDWARD I. WOOD .....      | Stillwater, N. Y.    |
| S. FRANCIS WOOD .....     | Stillwater, N. Y.    |
| MERRITT F. HUTCHINS ..... | Mechanicville, N. Y. |
| HERBERT O. BAILEY .....   | Mechanicville, N. Y. |
| JAMES H. BARTON .....     | Mechanicville, N. Y. |
| W. SNYDER MILLER .....    | Schaghticoke, N. Y.  |
| EDWIN H. WETSEL .....     | Schaghticoke, N. Y.  |

Title of company, Stillwater and Mechanicville Street Railway Company.  
 General offices at Stillwater, Saratoga Co., N. Y.  
 Date of close of fiscal year, September 30.  
 Date of stockholders' annual meeting, second Friday in November.  
 For information as to this report, address Edward I. Wood, Secretary.



## SYRACUSE CONSOLIDATED.

(Date of charter May 22, 1890.)

On July 1, 1890, the Syracuse Consolidated Street Railway Company, under its charter, took possession of the following street railways of Syracuse under perpetual leases from said several railroad companies, to wit: Third Ward Railroad Company, Fourth Ward Railroad Company, Fifth Ward Railroad Company, Seventh and Eleventh Wards Railroad Company, Genesee and Water Street Railroad Company, Woodlawn and Butternut Railroad Company, Syracuse and Geddes Railroad Company and New Brighton and Onondaga Valley railroad, which railroads have since been operated by said company. This company is now operating 17½ miles of its roads by electricity and 16½ miles by horse power.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|                                   | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|-----------------------------------|----------------|------------------|--------------------------------------|
| Authorized by law or charter..... | 12,500         | \$1,250,000      | .....                                |
| Issued for actual cash.....       | 40             | \$4,000          | \$4,000                              |
| Issued for property.....          | 12,460         | 1,246,000        | 1,246,000                            |
| Total now outstanding.....        | 12,500         | \$1,250,000      | \$1,250,000                          |

## FUNDED DEBT.

| DESIGNATION OF LIEN.             | When due.     | INTEREST. |               | Amount outstanding. | Cash realized on amount outstanding. |
|----------------------------------|---------------|-----------|---------------|---------------------|--------------------------------------|
|                                  |               | Rate.     | When payable. |                     |                                      |
| First mortgage.....              | July 1, 1920  | p.c. 5    | Jan. & July   | \$1,242,000         | \$223,850                            |
| Prior liens:                     |               |           |               |                     |                                      |
| Seventh Ward Road.....           | Aug. 1, 1906  | 6         | Feb. & Aug.   | 500                 | .....                                |
| Fourth Ward Road.....            | May 1, 1908   | 6         | May & Nov.    | 2,500               | .....                                |
| Syracuse and Geddes R'd          | Sept. 1, 1907 | 6         | Mch. & Sept.  | 500                 | .....                                |
| Woodlawn and Butternut Road..... | Sept. 1, 1907 | 6         | Mch. & Sept.  | 2,900               | .....                                |
| Total.....                       |               |           |               | \$1,248,400         | \$223,850                            |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$123,573 12   | \$2,206,533 62  |
| Electric appliances pertaining to road and superstructure .....   | 28,093 95  | 28,093 95   |
| Real estate .....   |  | 44,723 00   |
| Fittings and fixtures exclusively used for cable or electric purposes .....                                     |  | 15,584 00   |
| Other buildings and fixtures .....  |  | 32,774 20   |
| Interest and discount charged to construction .....   | 18,150 00  | .....   |
| Expense of constructed road .....   | 1,037,600 00   | .....   |
| Total cost of road .....  | \$1,207,417 07   | \$2,327,708 77  |

\* Of this amount \$1,000,000 were issued for property; balance for cash.

## REPORT OF THE RAILROAD COMMISSIONERS.

## Cost of Road and Equipment—(Continued).

| EQUIPMENT.                                   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Horses .....                                 | \$3,863 10   | \$33,343 19   |
| Harness .....                                |  | 3,141 99  |
| Cars, other than motor cars .....            |  | 30,917 00   |
| Motor cars and fixtures .....                | 41,269 88  | 73,794 88   |
| Wagons, trucks, snow-plows and sleighs ..... |  | 5,048 00  |
| Total cost of equipment .....                | \$45,132 98  | \$146,344 96  |
| Grand total cost of road and equipment ..... | \$1,252,550 05   | \$2,473,953 65  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |              |
|---|--------------|
| Extension horse-car lines, superstructure, etc. ....          | \$4,531 19   |
| Labor and material, changing horse to electric roads .....    | 120,000 00   |
| Electric appliances, poles, lines, wire, wire-work, etc ..... | 28,093 53    |
| Total .....   | \$152,615 14 |

## Income Account for Year Ending June 30, 1891.

|   |              |
|---|--------------|
| Gross earnings from operation .....                 | \$200,326 54 |
| Less operating expenses (excluding all taxes) ..... | 140,923 19   |
| Net earnings from operation .....                   | \$59,403 35  |

## Income from other sources, as follows, viz.:

|                        |        |
|------------------------|--------|
| Rent real estate ..... | 733 41 |
| Miscellaneous .....    | 276 17 |

|                                     |             |
|-------------------------------------|-------------|
| Gross income from all sources ..... | \$60,471 93 |
|-------------------------------------|-------------|

## Deductions from income, as follows, viz.:

|   |            |
|---|------------|
| Taxes on earnings and capital stock .....     | \$3,586 39 |
| Interest on funded debt due and accrued ..... | 55,988 78  |
|   | 59,575 17  |

|   |          |
|---|----------|
| Surplus for year ending June 30, 1891 ..... | \$696 71 |
|---|----------|

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |              |
|-----------------------|--------------|
| From passengers ..... | \$200,326 54 |
|-----------------------|--------------|

## OPERATING EXPENSES.

|   |            |
|---|------------|
| Repairs of roadbed and track operated by horses .....   | \$1,268 07 |
| Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures ..... | 738 74     |
| Repairs of buildings and fixtures, exclusively used for mechanical power, .....   | 300 43     |
| Repairs of all other buildings and fixtures .....   | 804 00     |
| Repairs of cars (not motors) and other vehicles .....   | 3,929 73   |
| Repairs of motor cars and fixtures .....  | 4,892 93   |
| Repairs of harness and stable equipment .....   | 822 46     |
| Horseshoeing and blacksmithing .....  | 5 3 7      |
| Providence (including expense of grinding) .....  | 27 85 2    |
| Salaries of general officers and clerks .....   | 6 72 9     |
| Wages of conductors and drivers on horse cars .....   | 37 49 7    |
| Wages of motormen on cars propelled by mechanical traction .....  | 6 11 2     |
| Wages of engineer, firemen and all others employed at power-house .....   | 5 38 5     |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. ....  | 19 84 3    |
| Light and fuel, other than at power-house .....   | 2 64 1     |
| Fuel, light and other supplies used at power-house .....  | 4 43 1     |
| Water tax .....   | 1 1 1      |
| Legal expenses .....  | 2 1 1      |
| Advertising, printing and office expenses .....   | 1 1 1      |

# SYRACUSE CONSOLIDATED.

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|  |                     |
|--|---------------------|
| Insurance.....                             | \$2,587 19          |
| Removal of snow and ice.....               | 1,159 04            |
| Contingencies.....                         | 2,097 46            |
| <b>Grand total operating expenses.....</b> | <b>\$140,923 19</b> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |                       |
|--|-----------------------|
| Cost of road.....                        | \$2,327,708 77        |
| Cost of equipment.....                   | 146,344 68            |
| <i>Current assets, as follows, viz.:</i> |                       |
| Cash on hand.....                        | 23,280 10             |
| Open accounts.....                       | 908 50                |
| Supplies on hand.....                    | 1,154 51              |
|  | <b>\$2,499,296 76</b> |

### LIABILITIES.

|                                |                       |
|--------------------------------|-----------------------|
| Capital stock.....             | \$1,250,000 00        |
| Funded debt.....               | 1,248,400 00          |
| Profit and loss (surplus)..... | 896 76                |
|                                | <b>\$2,499,296 76</b> |

### Characteristics of Road, Equipment, Etc.

|  |                 |            |
|--|-----------------|------------|
| <i>Length of railway owned by company, as follows:</i>             |                 | Miles.     |
| Single track, main line.....                                       |                 | 24         |
| Single track, branches.....  |                 | 3          |
| Total length of single track on main line and branches.....        |                 | 27         |
| Second track on main line and branches.....                        |                 | 5½         |
| Sidings on main line and branches.....                             |                 | 2½         |
| Total length of all tracks and sidings owned.....                  |                 | <b>34½</b> |
| Weight of rail per yard.....                                       | 35 to 66½ lbs.  |            |
| Gauge of track.....  | 4 ft. 8½ in.    |            |
| Number of box cars, not motors.....                                | 63              |            |
| Open cars, not motors.....   | 21              |            |
| Horses and mules.....  | 306             |            |
| Number of motor cars.....  | 31              |            |
| Dummies.....   | 1               |            |
| Schedule time making trip one way.....                             | 20 minutes.     |            |
| Cars are run.....  | 5 & 10 minutes. |            |
| Rate of fare per passenger.....                                    | 3, 4 & 5 cents. |            |
| Number of passengers carried in cars during year.....              | 4,270,367       |            |
| Average number of employees (including officials) during year..... | 175             |            |

### Salaries, Wages, Etc., of Officers and Employees.

#### OFFICERS AND CLERKS.

#### Annual salary.

|                          |            |
|--------------------------|------------|
| <b>General officers:</b> |            |
| Secretary.....           | \$1,500 00 |
| Superintendent.....      | 2,000 00   |
| Bookkeeper.....          | 1,000 00   |
| Collector.....           | 600 00     |
| Four clerks.....         | 1,325 00   |

#### OTHER EMPLOYEES.

|                  | Average number of hours on duty per day. | Wages per day. |
|------------------|--|----------------|
| Conductors.....  | 10                                       | \$1 48         |
| Drivers.....     | 10                                       | 1 48           |
| Workmen.....     | 11                                       | 1 32           |
| Rollmen.....     | 10                                       | 1 50           |
| Helpers.....     | 10                                       | 1 32           |
| Fireman.....     | 14                                       | 1 97           |
| Mechanics.....   | 10                                       | 1 65           |
| Engineer.....    | 12½                                      | 1 97           |
| Electrician..... | 10                                       | 3 00           |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| <i>Name.</i>           | <i>Title.</i>       | <i>Official Address.</i> |
|------------------------|---------------------|--------------------------|
| JOHN DUNN, Jr.....     | President.....      | Syracuse, N. Y.          |
| THEODORE L. POOLE..... | Secretary.....      | Syracuse, N. Y.          |
| FRED C. EDDY.....      | Treasurer.....      | Syracuse, N. Y.          |
| ADELBERT BARTLETT..... | Superintendent..... | Syracuse, N. Y.          |

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i> |
|------------------------|-------------------|
| JOHN DUNN, Jr.....     | Syracuse, N. Y.   |
| B. S. ALDRICH.....     | Syracuse, N. Y.   |
| M. C. PALMER.....      | Syracuse, N. Y.   |
| FRED C. EDDY.....      | Syracuse, N. Y.   |
| THEODORE L. POOLE..... | Syracuse, N. Y.   |
| LOUIS MARSHALL.....    | Syracuse, N. Y.   |
| JOHN S. KAUFFMAN.....  | Syracuse, N. Y.   |
| LATHROP R. BACON.....  | New York city.    |
| SIMON WORMSER.....     | New York city.    |
| CASSIMER TAG.....      | New York city.    |
| CLARENCE H. WILDS..... | Riverdale, N. Y.  |
| W. S. ANDREWS.....     | Syracuse, N. Y.   |

Title of company. The Syracuse Consolidated Street Railway Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in January.

For information as to this report, address Fred C. Eddy, Treasurer.

## SYRACUSE, EASTWOOD HEIGHTS AND DEWITT.

(Date of charter, September 6, 1889.)

This company was organized as a street surface railroad, to be operated from the eastern boundary of the city of Syracuse to the center of the village of East Syracuse, about four miles in length. On December 22, 1890, a franchise was given it by the city of Syracuse to extend its tracks from its then western terminus westerly through various streets to Warren street, in the center of the city of Syracuse, a distance of about two miles. In December, 1890, the town authorities of the town of DeWitt gave the company the right to extend its tracks from a point near Messina Springs, in the town of DeWitt, westerly to the eastern boundary of Syracuse, a distance of about one and one-half miles. On March 16, 1891, the city of Syracuse gave said company a franchise to extend its tracks through East James street about one and one-half miles, connecting the east extension with the prior one, making continuous lines total length about nine miles. Franchises have been granted the road to operate by electricity, and it is the intention to so operate it. About four miles of track are now laid, and the work is still in progress. The road is incorporated under the general laws of the State applicable to street surface railroads.

## Capital Stock.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| *Authorized by law or charter and now outstanding..... | 400            | \$40,000            | ..00                                       |

\*Increased to 1,500 in June last. None of the increased stock has been issued or disposed of. Forty shares of the original stock was paid for in full, and upon shares ten per cent in cash has been paid in.

**Cost of Road and Equipment.**

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$17,970 78  | \$26,417 05   |
| Buildings and fixtures .....  |  | 125 00  |
| Interest and discount charged to construction .....   |  | 650 00  |
| Total cost of road .....  | \$17,970 78  | \$27,192 05   |
| <b>EQUIPMENT.</b>   |  |   |
| Cars, other than motor cars .....   |  | \$1,025 00  |
| Motor cars and fixtures .....   |  | 125 00  |
| Dummies .....   |  | 1,400 00  |
| Total cost of equipment .....   |  | \$2,550 00  |
| Grand total cost of road and equipment .....  | \$17,970 78  | \$29,742.05   |

**DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.**

During the past year about one and one-half miles of roadbed has been made and track laid. The roadbed laid prior to July 1, 1890, has been ballasted and put in condition. About \$1,500 worth of ties and timbers were purchased and on hand June 30th, with which to continue the construction of the road. One passenger car was purchased at an expense of \$1,000. The road has not been operated since about May 1st, awaiting an electrical equipment from the eastern boundary of Syracuse to East Syracuse. The road was operated about six months in the past year with a dummy engine. This was objected to and since the first of May no passengers have been carried.

**Income Account for Year Ending June 30, 1891.**

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$1,684 59 |
| Less operating expenses (excluding all taxes) ..... | 1,377 50   |
| Surplus for year ending June 30, 1891 .....         | \$307 09   |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                       |            |
|-----------------------|------------|
| From passengers ..... | \$1,684 59 |
|-----------------------|------------|

**OPERATING EXPENSES.**

|  |            |
|--|------------|
| Wages of conductors and motormen .....                         | \$450 00   |
| Wages of watchmen, starters, switchmen, roadmen, etc .....     | 22 50      |
| Light and fuel other than at power-house .....                 | 300 00     |
| Wages of engineer, firemen and other employees on engine ..... | 600 00     |
| Damages to persons and property .....                          | 5 00       |
| Total operating expenses .....                                 | \$1,377 50 |

**General Balance Sheet June 30, 1891.****ASSETS.**

|  |             |
|--|-------------|
| Cost of road .....                       | \$27,192 05 |
| Cost of equipment .....                  | 2,550 00    |
| <i>Current assets, as follows, viz.:</i> |             |
| Cash on hand .....                       | 185 04      |
| Supplies on hand .....                   | 1,400 00    |
|  | \$31,307 09 |

**LIABILITIES.**

|   |             |
|---|-------------|
| Capital stock paid in .....                   | \$7,600 00  |
| <i>Current liabilities, as follows, viz.:</i> |             |
| Bills payable .....                           | 15,000 00   |
| Other accounts .....                          | 3,400 00    |
| Subscriptions .....                           | 5,000 00    |
| Prepayments on passengers .....               | 307 09      |
|   | \$31,307 09 |

## Characteristics of Road, Equipment, Etc.

|   |          |
|---|----------|
| Single track, main line, from Syracuse to East Syracuse, miles..... | 3.5      |
| Weight of rail per yard .....                                       | 35 lbs   |
| Gauge of track .....  | Standard |
| Number of box cars.....   | 1        |
| Open cars.....  | 1        |
| Dummies.....  | 1        |
| Schedule time making trip one way .....                             | 1 hour   |
| Rate of fare per passenger .....                                    | 5 cents  |

## Wages, Etc., of Employees.

|                  | Average number of hours on duty per day. | Wages per day.  |
|------------------|--|-----------------|
| Conductors ..... | 13                                       | \$1 50 and 2 00 |
| Watchmen .....   | 8  | 50              |

## Officers of the Company.

| Name.                   | Title.                       | Official Address. |
|-------------------------|------------------------------|-------------------|
| NELSON L. WILLIAMS..... | President.....               | Syracuse, N. Y.   |
| GEORGE B. LEONARD.....  | Secretary and Treasurer..... | Syracuse, N. Y.   |

## Directors of the Company.

| Name.                   | Residence.      |
|-------------------------|-----------------|
| NELSON L. WILLIAMS..... | Syracuse, N. Y. |
| GEORGE B. LEONARD ..... | Syracuse, N. Y. |
| L. A. WILLIAMS .....    | Syracuse, N. Y. |
| EDWARD S. TEFFT .....   | Syracuse, N. Y. |
| GEORGE B. WARNER .....  | Syracuse, N. Y. |
| MOWBY S. WILLIAMS ..... | Syracuse, N. Y. |
| THOMAS LEONARD .....    | Syracuse, N. Y. |

Title of company, Syracuse, Eastwood Heights and Dewitt Railroad Company.  
 General offices at Syracuse, N. Y.  
 Date of stockholders' annual meeting, second Tuesday in October.  
 For information as to this report, address George B. Warner, Director.

## SYRACUSE AND ONONDAGA.

(Date of charter, April 29, 1863.)

For history of organization, see Report of 1895.

On November 1, 1890, the Syracuse and Onondaga Railway Company was consolidated by perpetual lease, with The People's Railroad Company of this city, and the annual report of the latter road will cover the operation of this road from the above date to June 30, 1891.

## Capital Stock.

|   | No. of shares. | Total par value. | Cash received on account of outstanding shares. |
|---|----------------|------------------|---|
| Authorized by law or charter .....      | 1,400          | \$70,000         | .....   |
| Issued for actual cash .....            | 1,120          | \$56,000         | .....   |
| Issued on account of construction ..... | 80             | 4,000            | .....   |
| Issued .....                            | 200            | 10,000           | \$55, 5 00                                      |
| Total now outstanding .....             | 1,400          | \$70,000         | \$7 5 00  |

# SYRACUSE AND ONONDAGA.

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## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during five months ending October 31, 1890. | Total cost of road and equipment up to October 31, 1890. |
|--|--|--|
| Roadbed, superstructure and rails.....       | \$49,350 08  | \$78,815 51  |
| Real estate.....                             |  | 5,250 00   |
| Buildings and fixtures.....                  |  | 6,104 06   |
| Total cost of road .....                     | \$49,350 00  | \$90,169 56  |
| <b>EQUIPMENT.</b>                            |  |  |
| Horses .....                                 |  | \$5,757 25   |
| Harness.....                                 |  | 295 00   |
| Cars .....                                   |  | 7,364 00   |
| Wagons, trucks, snow-plows, sleighs.....     |  | 511 80   |
| Total cost of equipment.....                 |  | \$13,927 85  |
| Grand total cost of road and equipment ..... | \$49,350 00  | \$104,097 41   |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| For changing one and one-half miles old single track to new double track..... | \$49,350 08 |
|---|-------------|

## Income Account for Five Months Ending October 31, 1890.

|   |            |
|---|------------|
| Gross earnings from operation .....                   | \$5,456 45 |
| Less operating expenses (excluding all taxes) .....   | 4,231 19   |
| Net earnings from operation.....                      | \$1,225 26 |
| <i>Income from other sources, as follows, viz.:</i>   |            |
| Interest .....  | 144 17     |
| Rentals.....  | 125 00     |
| Gross income from all sources.....                    | \$1,494 43 |
| <i>Deductions from income, as follows, viz.:</i>      |            |
| Taxes on property used in operation of road.....      | \$459 80   |
| Taxes on earnings and capital stock.....              | 132 70     |
|   | 592 50     |
| Surplus for five months ending October 31, 1890 ..... | \$901 93   |

## General Income Account.

|   |            |
|---|------------|
| Surplus for five months ending October 31, 1890 ..... | \$901 93   |
| Deficit up to June 30, 1890 .....                     | 5,529 84   |
| Total deficit October 31, 1890.....                   | \$4,627 91 |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                      |            |
|----------------------|------------|
| From passengers..... | \$5,456 45 |
|----------------------|------------|

### OPERATING EXPENSES.

|  |            |
|--|------------|
| Repairs of cars and other vehicles.....  | \$116 05   |
| Repairs of harness and stable equipment .....  | 94 86      |
| Horseshoeing.....  | 260 26     |
| Repairs of horses and mules.....   | 90 00      |
| Feeder (including expense of grinding) .....   | 1,009 24   |
| Salaries of general officers and clerks.....   | 505 90     |
| Wages of conductors, drivers on horse cars and engineers on dummy cars, messes of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 1,278 15   |
| Advertising, printing and office expenses .....  | 725 04     |
| Commodities.....   | 12 95      |
| Agencies.....  | 140 74     |
| Total operating expenses .....   | \$4,231 19 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet October 31, 1890.

| ASSETS.                                       |          |                     |
|---|----------|---------------------|
| Cost of road.....                             |          | \$90,169 54         |
| Cost of equipment.....                        |          | 13,927 25           |
| <i>Current assets, as follows, viz.:</i>      |          |                     |
| Open accounts.....                            | \$841 59 |                     |
| Supplies on hand.....                         | 581 09   |                     |
|   |          | 1,422 68            |
| Profit and loss (deficiency).....             |          | 4,627 21            |
|   |          | <u>\$110,148 00</u> |
| LIABILITIES.                                  |          |                     |
| Capital stock.....                            |          | \$70,000 00         |
| <i>Current liabilities, as follows, viz.:</i> |          |                     |
| Open accounts.....                            |          | 40,148 00           |
|   |          | <u>\$110,148 00</u> |

## Characteristics of Road, Equipment, Etc.

|  |                 |
|--|-----------------|
| Weight of rail per yard.....                                       | 66½ lbs.        |
| Gauge of track.....  | 4 ft. 8½ in.    |
| Number of box cars.....  | 6               |
| Open cars.....   | 4               |
| Horses.....  | 36              |
| Schedule time making trip one way.....                             | 20 minutes.     |
| Cars are run.....  | Every 10 min.   |
| Rate of fare per passenger.....                                    | 3, 4 and 5 cts. |
| Number of passengers carried in cars during year.....              | 136,411         |
| Average number of employees (including officials) during year..... | 14              |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.                    |  | Annual salary. |
|------------------------------|--|----------------|
| Secretary and treasurer..... |  | \$200 00       |
| Superintendent.....          |  | 1,200 00       |

## OTHER EMPLOYEES.

|   | Average number of hours on duty per day. | Wages per day. |
|---|--|----------------|
| Conductors.....                           | 12                                       | \$1 50         |
| Drivers.....                              | 12                                       | 1 25           |
| Hostlers.....                             | 12                                       | 1 25           |
| Flagman S. B. & N. Y. R. R. crossing..... | 10                                       | 75 00          |

## Officers of the Company.

| Name.                    | Title.                       | Official Address. |
|--------------------------|------------------------------|-------------------|
| ANSON N. PALMER.....     | President.....               | Syracuse, N. Y.   |
| FREDERICK W. BARKER..... | Secretary and Treasurer..... | Syracuse, N. Y.   |
| HENRY THOMPSON.....      | Superintendent.....          | Syracuse, N. Y.   |

## Directors of the Company.

| Name.                    | Residence.      |
|--------------------------|-----------------|
| ANSON N. PALMER.....     | Syracuse, N. Y. |
| MARTIN A. KNAPP.....     | Syracuse, N. Y. |
| FREDERICK W. BARKER..... | Syracuse, N. Y. |
| EDWIN A. NOTTINGHAM..... | Syracuse, N.    |
| JOHN W. BARKER.....      | Syracuse, N.    |
| A. CADWELL BELDEN.....   | Syracuse, N.    |
| CHARLES W. ANDREWS.....  | Syracuse, N.    |
| JAMES M. BELDEN.....     | Syracuse, N.    |
| JAMES J. FARRELL.....    | Syracuse, N.    |
| EMMONS H. SANFORD.....   | Syracuse, N.    |
| J. NILES KNAFF.....      | Syracuse, N.    |
| WILLIAM BOON.....        | Syracuse, N.    |
| GEORGE W. GARRETT.....   | Syracuse, N.    |

\* Per month.



Title of company, Syracuse and Onondaga Railway Company.  
 General offices at Syracuse, N. Y.  
 Date of close of fiscal year, June 30.  
 Date of stockholders' annual meeting, first Monday in October.  
 For information as to this report, address Frederick W. Barker, Secretary.

### THIRD AVENUE (New York city).

(Date of charter, October 8, 1885.)

For history of organization, see Report of 1885.

The cable road on One Hundred and Twenty-fifth street and Tenth avenue was finished in 1886, and the company is now cabling the main line on Third avenue.

#### Capital Stock and Funded Debt.

##### CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| Authorized by law or charter .....               | 50,000         | \$5,000,000         |
| Issued for actual cash and now outstanding ..... | 20,000         | 2,000,000           |

##### FUNDED DEBT.

| DESIGNATION OF LIEN. | When due. | INTEREST.  |                  | Amount<br>outstand-<br>ing. |
|----------------------|-----------|------------|------------------|-----------------------------|
|                      |           | Rate.      | When<br>payable. |                             |
| Bonds.....           | 1937      | p. c.<br>5 | Jan. & July      | \$5,000,000                 |

#### Cost of Road and Equipment.

| ROAD.   | Additions or<br>betterments<br>during year<br>ending June<br>31, 1890. | Total cost<br>of road and<br>equipment<br>up to June<br>31, 1890. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of cable<br>appliances pertaining to road and superstructure ..... |  | \$1,443,166 42  |
| Cable appliances pertaining to road and superstructure ..   | \$875 75   | 1,286,463 11  |
| Real estate.....  | 45,450 00  | 66,997 74   |
| Buildings and fixtures, exclusively used for cable purposes .....   |  | 348,681 75  |
| All other buildings and fixtures .....  | 266,504 02   | 1,626,110 21  |
| Total cost of road.....   | \$312,829 77   | \$4,771,399 23  |
| EQUIPMENT.  |  |   |
| Winding machinery, boiler, engine and cable.....  | \$1,411 00   | \$329,250 00  |
| Tools and fixtures.....   | 1,797 01   | 176,625 39  |
| Office, etc.....  |  | 429,731 98  |
| Total cost of equipment.....  | \$3,208 01   | \$965,607 39  |
| Total cost of road and equipment.....   | \$316,037 78   | \$5,737,006 60  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |                     |
|---|---------------------|
| Improvement on cable road.....  | \$675 75            |
| Additional real estate.....   | 45,450 00           |
| Improvement at Harlem depot including new building not quite completed..... | 266,504 00          |
| Improvement in machinery.....   | 1,411 00            |
| New large cable car.....  | 1,797 00            |
| <b>Total .....</b>  | <b>\$316,067 75</b> |

## Income Account for Year Ending June 30, 1891.

|  |                     |
|--|---------------------|
| Gross earnings from operation.....                 | \$1,710,405 75      |
| Less operating expenses (excluding all taxes)..... | 1,189,324 84        |
| <b>Net earnings from operation.....</b>            | <b>\$521,080 91</b> |

## Income from other sources, as follows, viz.:

|                       |                  |
|-----------------------|------------------|
| Rent.....             | \$18,895 88      |
| Interest.....         | 3,389 77         |
| Premium on bonds..... | 76,000 00        |
| <b>.....</b>          | <b>97,285 15</b> |

|   |                     |
|---|---------------------|
| <b>Gross income from all sources.....</b> | <b>\$618,366 06</b> |
|---|---------------------|

## Deductions from income, as follows, viz.:

|  |                   |
|--|-------------------|
| Taxes on property used in operation of road..... | \$29,387 41       |
| Taxes on earnings and capital stock.....         | 14,238 90         |
| Taxes other than above.....                      | 34,568 41         |
| Interest on funded debt due and accrued.....     | 175,000 00        |
| Interest on loan and mortgage.....               | 13,809 34         |
| <b>.....</b>                                     | <b>266,964 06</b> |

|   |                     |
|---|---------------------|
| <b>Net income from all sources.....</b> | <b>\$351,411 90</b> |
|---|---------------------|

## Payments from net income, as follows, viz.:

|  |                     |
|--|---------------------|
| Dividends declared, 12 per cent, on capital stock..... | 240,000 00          |
| <b>Surplus for year ending June 30, 1891.....</b>      | <b>\$111,411 90</b> |

## General Income Account.

|  |                    |
|--|--------------------|
| Surplus for year ending June 30, 1891..... | \$111,411 90       |
| Deficit up to June 30, 1891.....           | 77,785 50          |
| <b>Total surplus June 30, 1891.....</b>    | <b>\$33,626 40</b> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                             |                       |
|-----------------------------|-----------------------|
| <b>From passengers.....</b> | <b>\$1,710,405 75</b> |
|-----------------------------|-----------------------|

## OPERATING EXPENSES.

|   |                       |
|---|-----------------------|
| Repairs of roadbed and track.....                                   | \$14,452 00           |
| Repairs of buildings and fixtures.....                              | 830 13                |
| Repairs of cars and other vehicles.....                             | 22,441 96             |
| Maintaining and operating cable road.....                           | 146,638 00            |
| Repairs of harness and stable equipment.....                        | 9,033 79              |
| Horseshoeing.....   | 26,972 81             |
| Renewals of horses and mules.....                                   | 133,574 67            |
| Provender (including expense of grinding).....                      | 152,705 00            |
| Salaries of general officers and clerks.....                        | 25,550 00             |
| Wages of conductors and drivers on horse cars.....                  | 373 7 61              |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 186,7 62              |
| Light and fuel.....   | 4 13                  |
| Water tax.....  | 6 30                  |
| Damages to persons and property.....                                | 16 11                 |
| Legal expenses.....   | 11 51                 |
| Advertising, printing and office expenses.....                      | 10 7 28               |
| Insurance.....  | 55                    |
| Removal of snow and ice.....  | 50                    |
| Contingencies, rent of track and real estate.....                   | 1 00                  |
| <b>Total operating expenses.....</b>                                | <b>\$1,189,324 84</b> |

# THIRD AVENUE

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General Balance Sheet June 30, 1891.

| ASSETS.   |                |
|---|----------------|
| Cost of road .....                                    | \$4,771,399 23 |
| Cost of equipment.....                                | 965,607 37     |
| <i>Other permanent investments, as follows, viz.:</i> |                |
| Third Avenue road in course of construction .....     | 715,325 84     |
| City railroad bonds .....                             | 15,000 00      |
| <i>Current assets, as follows, viz.:</i>              |                |
| Cash on hand .....                                    | 715,355 80     |
|   | <hr/>          |
|   | \$7,182,688 24 |

| LIABILITIES.                                  |                |
|---|----------------|
| Capital stock .....                           | \$2,000,000 00 |
| Funded debt .....                             | 5,000,000 00   |
| <i>Current liabilities, as follows, viz.:</i> |                |
| Interest on funded debt .....                 | 87,500 00      |
| Mortgages .....                               | 46,000 00      |
| Open accounts.....                            | 15,531 75      |
| Profit and loss (surplus) .....               | 33,656 49      |
|   | <hr/>          |
|   | \$7,182,688 24 |

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows:</i>   |       | Miles.        |
|--|-------|---------------|
| Single track, main line, from City Hall to Third avenue and One Hundred and Thirtieth street.....                      |       | 8.25          |
| Single track, branch, from Manhattan street, North river to One Hundred and Twenty-fifth street, East river .....      |       | 2.50          |
| Single track, branch, from Tenth avenue and Market street to Tenth avenue and One Hundred and Eighty-sixth street..... |       | 3.25          |
|  | <hr/> |               |
| Total length of single track on main line and branches.....  |       | 14            |
| Second track on main line and branches.....  |       | 14            |
| Sidings on main line and branches.....   |       | .375          |
|  | <hr/> |               |
| Total length of all tracks and sidings owned.....  |       | 28.375        |
|  | <hr/> |               |
| Weight of rail per yard.....   |       | 60 lbs.       |
| Gauge of track.....  |       | 4 ft. 8½ in.  |
| Number of box cars .....   |       | 264           |
| Open cars .....  |       | 158           |
| Horses and mules .....   |       | 1,737         |
| Schedule time making trip one way (from City Hall to Harlem).....  |       | 1 hr. 20 min. |
| Cars are run..... from ½ to 5 minutes headway according to time of day.  |       | 5 cents.      |
| Rate of fare per passenger.....  |       | 34,208,100    |
| Number of passengers carried in cars during year, about.....   |       | 950           |
| Average number of employees (including officials) during year, about.....  |       |               |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS.             |  | Annual salary. |
|-----------------------|--|----------------|
| General officers..... |  | \$25,550 00    |

## OTHER EMPLOYEES.

|                                    | Average number of hours on duty per day. | Wages per day.   |
|------------------------------------|--|------------------|
| Inspectors .....                   | 12                                       | \$2 00           |
| Drivers.....                       | 12                                       | 2 00             |
| Conductors.....                    | 12                                       | 2 50             |
| Engineers.....                     | 12                                       | 1 75             |
| Firemen.....                       | 12                                       | 1 75             |
| Helpers.....                       | 12                                       | 1 50             |
| Men at cable road .....            | 12                                       | 1 75             |
| Boys.....                          | 12                                       | 2 25             |
| Chief engineer at cable road ..... | 10                                       | 1 25             |
| Employees at cable road .....      | 10                                       | 6 00             |
|                                    |  | From \$3 to 1 25 |

## ACCIDENTS.

|                 | Injured. | Killed. | Total. |
|-----------------|----------|---------|--------|
| Passengers..... | 7        | 3       | 10     |

## Officers of the Company.

| Name.                  | Title.              | Official Address. |
|------------------------|---------------------|-------------------|
| LEWIS LYONS.....       | President.....      | New York city.    |
| ALFRED LAZARUS.....    | Secretary.....      | New York city.    |
| JOHN BEAVER.....       | Treasurer.....      | New York city.    |
| JOHN H. ROBERTSON..... | Superintendent..... | New York city.    |

## Directors of the Company.

| Name.                  | Residence.     |
|------------------------|----------------|
| LEWIS LYONS.....       | New York city. |
| HENRY HART.....        | New York city. |
| WM. REMSEN.....        | New York city. |
| ROBT. GEO. REMSEN..... | New York city. |
| SILVANUS T. RIKER..... | New York city. |
| ROBERT W. TAILER.....  | New York city. |
| SOL. MEHRBACK.....     | New York city. |
| A. S. ROSENBAUM.....   | New York city. |
| JOHN E. PARSONS.....   | New York city. |
| EDWARD LAUTERBACH..... | New York city. |
| ALEX. NONES.....       | New York city. |
| ALBERT J. ELIAS.....   | New York city. |

Title of company, Third Avenue Railroad Company.

General offices at 1119 Third avenue, New York city.

Date of close of fiscal year, October 31.

Date of stockholders' annual meeting, first Wednesday after second Monday in November.

For information as to this report, address Alfred Lazarus, Secretary.

## TROY AND ALBIA.

(Date of charter, January 31, 1866.)

At a Special Term of the Supreme Court of the State of New York, held at the city of Troy, on the 20th day of June, 1891 (the Special Term held in said city on the first day of June, 1891, having also been regularly adjourned to and continued on this day).

Present—Hon. E. L. Fursman, Justice. In the matter of the application of the Troy and Albia Horse Railroad Company for an order authorizing it to change its corporate name and to assume the corporate name "Troy City Railway Company."

The Troy and Albia Horse Railroad Company, an incorporated company operating a street surface railroad in the city of Troy, county of Rensselaer and State of New York, and having its business office in said city, having made and presented an application by petition to the Supreme Court at a Special Term thereof held on this day, for an order authorizing it to assume the corporate name "Troy City Railway Company," which petition is dated April 29, 1891, and is duly verified by Charles Clemenishaw, president and chief officer of the corporation, and which sets forth the grounds of the application, and notice that such application would be presented having been duly published for six weeks successively in the Argus, a daily newspaper published in the city and county of Albany, and also in the Troy Daily Press, a daily newspaper published in the city of Troy, county of Rensselaer, and which has been designated for the publication of session laws in said county, now on reading and filing such petition and also the affidavit of Joseph J. Hagan, the secretary of said company, and due and satisfactory proof being made of the publication of such notice, and it appearing to the satisfaction of the court that such application is made in pursuance of a resolution of the board of directors of the corporation so applying, and the court being satisfied, by such petition, that there is no reasonable objection to such corporation changing its name and assuming a new corporate name, now on motion of Townsend, Roche & Nason, attorneys for said corporation, no one appearing in opposition, it is ordered that the Troy and Albia Horse Railroad Company be and is hereby authorized to change its corporate name and to assume and take in the place and stead thereof the corporate name "Troy City Railway Company;" and it is further ordered that a copy of this order be published at least once in each week for four weeks successively in the Troy Daily Press, a newspaper printed in the city of Troy and county of Rensselaer, which is hereby designated for publication.

pose, and that from and after the 21st day of July, 1891, if said last-named publication shall have been made and the requirements of chapter 322 of the Laws of 1870, and the acts amendatory thereof shall have been complied with, the said corporation shall be known by and may use the new corporate name above designated.

[SIGNED.]

EDGAR L. FURSMAN.

*Justice Supreme Court.*

I hereby certify that the foregoing is a true copy of an order in the above entitled matter, and which was filed and entered in Hensselaer county clerk's office June 20, 1891.

D. E. CONWAY,

*Clerk.*

In accordance with the foregoing order the corporate title of "The Troy City Railway Company" was assumed July 21, 1891.

**Capital Stock and Funded Debt.****CAPITAL STOCK.**

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....          | 4,000          | \$400,000        | .....                                |
| Issued for actual cash and now outstanding | 447            | 44,700           | \$44,700                             |

**FUNDED DEBT.**

| DESIGNATION OF LIEN.              | When due.    | INTEREST.  |                  | Amount outstanding. | Cash realized on amount outstanding. |
|-----------------------------------|--------------|------------|------------------|---------------------|--------------------------------------|
|                                   |              | Rate.      | When payable.    |                     |                                      |
| First mort. bonds consolidated... | Jan. 1, 1897 | p. c.<br>7 | Jan. 1. & July 1 | \$34,000            | \$43,000                             |

**Cost of Road and Equipment.**

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure..... | \$16,056 79  | \$67,610 90   |
| Electric appliances pertaining to road and superstructure.   | 47 13  | 47 13   |
| Real estate.....   | .....  | 1,766 60  |
| Buildings and fixtures.....  | *150 00  | 11,830 93   |
| Total cost of road.....  | \$16,953 92  | \$81,255 56   |

**EQUIPMENT.**

|  |             |              |
|--|-------------|--------------|
| Tools.....                             | \$710 28    | \$9,455 00   |
| Wagon.....                             | 38 00       | 338 75       |
| .....                                  | 190 35      | 9,113 35     |
| Office furniture.....                  | .....       | 174 73       |
| Household furniture.....               | .....       | 368 15       |
| Cars, trucks, snow-plows, sleighs..... | 182 83      | 165 71       |
| Total cost of equipment.....           | \$1,121 46  | \$19,615 69  |
| Total cost of road and equipment.....  | \$17,075 38 | \$100,871 25 |

\* Credit.

**Income Account for Year Ending June 30, 1891.**

|   |          |             |
|---|----------|-------------|
| Gross earnings from operation .....                 |          | \$33,098 67 |
| Less operating expenses (excluding all taxes).....  |          | 27,121 57   |
| Net earnings from operation.....                    |          | \$5,977 10  |
| <i>Income from other sources, as follows, viz.:</i> |          |             |
| Weighing.....                                       | \$52 60  |             |
| Sale of scraps, etc .....                           | 161 83   |             |
|   |          | 214 43      |
| Gross income from all sources .....                 |          | \$6,191 53  |
| <i>Deductions from income, as follows, viz.:</i>    |          |             |
| Taxes on property used in operation of road.....    | \$595 54 |             |
| Taxes on earnings and capital stock.....            | 161 16   |             |
| Interest on funded debt due and accrued.....        | 2,380 00 |             |
|   |          | 3,126 70    |
| Surplus for year ending June 30, 1891.....          |          | \$3,064 83  |

**General Income Account.**

|  |             |             |
|--|-------------|-------------|
| Surplus for year ending June 30, 1891 .....  |             | \$3,064 83  |
| Surplus up to June 30, 1890 .....  | \$14,089 83 |             |
| Sundry items charged to profit and loss—should have been included in report of June 30, 1890 ..... | 831 46      |             |
|  |             | 13,256 17   |
| Total surplus June 30, 1891 .....  |             | \$16,323 00 |

**Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**

|                      |             |
|----------------------|-------------|
| From passengers..... | \$33,098 67 |
|----------------------|-------------|

**OPERATING EXPENSES.**

|   |          |             |
|---|----------|-------------|
| Repairs of roadbed and track.....                                   |          | \$328 85    |
| Repairs of buildings and fixtures.....                              |          | 9 29        |
| Repairs of cars and other vehicles.....                             |          | 43 94       |
| Repairs of harness and stable equipment .....                       |          | 87 54       |
| Horseshoeing.....   |          | 1,121 97    |
| Renewals of horses and mules.....                                   |          | 867 22      |
| Provender (including expense of grinding).....                      |          | 6,333 04    |
| Salaries of general officers and clerks .....                       |          | 1,675 99    |
| Wages of conductors and drivers on horse cars.....                  |          | 10,392 99   |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... |          | 3,663 81    |
| Light and fuel .....  |          | 269 70      |
| Stable rent .....   |          | 75 00       |
| Damages to persons and property.....                                |          | 3 50        |
| Advertising, printing and office expenses.....                      |          | 260 70      |
| Insurance .....   |          | 200 00      |
| Removal of snow and ice .....                                       |          | 822 23      |
| <i>Contingencies:</i>   |          |             |
| Interest bills payable .....  | \$104 25 |             |
| Alarm bell punch.....   | 60 66    |             |
| Miscellaneous .....   | 186 96   |             |
|   |          | 350 86      |
| Total operating expenses.....                                       |          | \$27,121 57 |

**General Balance Sheet June 30, 1891.****ASSETS.**

|  |            |           |
|--|------------|-----------|
| Cost of road.....                        |            | \$1       |
| Cost of equipment.....                   |            | 69        |
| <i>Current assets, as follows, viz.:</i> |            |           |
| Cash on hand .....                       | \$3,668 98 |           |
| Sundries .....                           | 7,875 50   |           |
|  |            | 46        |
|  |            | \$112. 73 |

**LIABILITIES.**

|                    |  |    |
|--------------------|--|----|
| Capital stock..... |  | 50 |
| Funded debt .....  |  | 50 |

*Current liabilities, as follows, viz.:*

|                                 |           |                     |
|---------------------------------|-----------|---------------------|
| Dividends unpaid .....          | \$429 00  |                     |
| Bills payable.....              | 16,950 93 |                     |
| Sundries .....                  | 12 80     |                     |
|                                 |           | \$17,392 73         |
| Profit and loss (surplus) ..... |           | 16,323 00           |
|                                 |           | <u>\$112,415 73</u> |

**Characteristics of Road, Equipment, Etc.**

*Length of railway owned by company, as follows, viz.:*

|  | Miles.      |
|--|-------------|
| Single track, main line.....                                     | 3.17        |
| Single track, branch, through Sixth street to Ferry street ..... | .33         |
| Total length of single track on main line and branches.....      | 3.50        |
| Second track on main line and branches.....                      | .16         |
| Total length of all tracks and sidings owned .....               | <u>3.66</u> |

|   |                         |
|---|-------------------------|
| Weight of rail per yard (being relaid with 60 lbs. girder rail) ..... | 35 to 45 lbs.           |
| Gauge of track.....   | 4 ft. 9 in.             |
| Number of box cars.....   | 7                       |
| Open cars .....   | 7                       |
| Horses .....  | 61                      |
| Schedule time making trip one way .....                               | 30 min. down 40 min. up |
| Cars are run .....  | Every 20 min.           |
| Rate of fare per passenger .....                                      | 5, 6, 7, 8 and 10 cts.  |
| Number of passengers carried in cars during year.....                 | 581,373                 |
| Average number of employees (including officials), during year.....   | 80                      |

**Salaries, Wages, Etc., of Officers and Employees.**

|                                | OFFICER AND CLERK. | Annual salary. |
|--------------------------------|--------------------|----------------|
| Superintendent and clerk ..... |                    | \$1,675 93     |

**OTHER EMPLOYEES.**

|                              | Average number of hours on duty per day. | Wages per day.  |
|------------------------------|--|-----------------|
| Conductors and drivers ..... | 12                                       | \$2 00          |
| Starters .....               | 9  | 50 cts. to 2 00 |
| Watchmen .....               |  | 1 25            |
| Roadmen and hostlers. ....   | 10                                       | 1 50            |

**Officers of the Company.**

| Name.                   | Title.                       | Official Address. |
|-------------------------|------------------------------|-------------------|
| CHARLES CLEMINSHAW..... | President.....               | Troy, N. Y.       |
| ANTHONY N. BRADY.....   | Vice-President.....          | Albany, N. Y.     |
| JOSEPH J. HAGEN.....    | Secretary and Treasurer..... | Troy, N. Y.       |
| WILLIAM BEAN.....       | Superintendent.....          | Troy, N. Y.       |

**Directors of the Company.**

| Name.                | Residence.    |
|----------------------|---------------|
| LEWIS E. GURLEY..... | Troy, N. Y.   |
| W. J. SMITH.....     | Troy, N. Y.   |
| ES O'NEIL.....       | Troy, N. Y.   |
| EB MCCARTHY.....     | Troy, N. Y.   |
| GDEN ROSS.....       | Troy, N. Y.   |
| HONY N. BRADY.....   | Albany, N. Y. |
| WARD MURPHY, JR..... | Troy, N. Y.   |
| LIAM KEMP.....       | Troy, N. Y.   |
| ILES CLEMINSHAW..... | Troy, N. Y.   |
| PH J. HAGEN.....     | Troy, N. Y.   |

of company, Troy and Albia Horse Railroad Company.  
 eral offices at 209 River street, Troy, N. Y.  
 of stockholders' annual meeting, second Tuesday in January.  
 mation as to this report, address Joseph J. Hagen, Treasurer,

## TROY AND COHOES.

LESSOR.

LESSEE—TROY AND LANSINGBURGH.

(Date of charter, February 11, 1862.)

For history of organization, see Report of 1885.

## Capital Stock.

|  | No. of shares. | Total<br>par value. |
|--|----------------|---------------------|
| Authorized by law or charter and now outstanding,..... | 1,000          | \$50,000            |

## Cost of Road.

Total cost of road to June 30, 1891 ..... \$50,000 00

## Income Account for Year Ending June 30, 1891.

Rent of road..... 3,500 00

*Payments from net income, as follows, viz:*

Dividends declared, 7 per cent, on capital stock..... 3,500 00

## General Balance Sheet June 30, 1891.

## ASSETS.

Cost of road..... 50,000 00

## LIABILITIES.

Capital stock..... 50,000 00

## Officers of the Company.

| Name.                | Title.                       | Official Address. |
|----------------------|------------------------------|-------------------|
| WILLIAM KEMP.....    | Vice-President.....          | Troy, N. Y.       |
| JOSEPH J. HAGEN..... | Secretary and Treasurer..... | Troy, N. Y.       |

## Directors of the Company.

| Name.                   | Residence.           |
|-------------------------|----------------------|
| JOHN H. WARNER.....     | Hoosick Falls, N. Y. |
| JOSEPH M. WARNER.....   | Troy, N. Y.          |
| AUG. A. PUBBS.....      | Lansingburgh, N. Y.  |
| WILLIAM KEMP.....       | Troy, N. Y.          |
| OTIS G. CLARK.....      | Troy, N. Y.          |
| CHARLES CLEMINSHAW..... | Troy, N. Y.          |
| JOSEPH B. CARR.....     | Troy, N. Y.          |
| JAMES A. EDDY.....      | Troy, N. Y.          |
| M. H. BURTON.....       | Troy, N. Y.          |

Title of company, Troy and Cohoes Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

For information as to this report, address Joseph J. Hagen, Secretary and Tr

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## TROY AND LANSINGBURGH.

(Date of charter, February 11, 1862.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter.....          | 14,000         | \$700,000        | .....                                |
| Issued for actual cash and now outstanding | 12,000         | 600,000          | \$600,000                            |

## FUNDED DEBT.

| DESIGNATION OF LIEN.              | When due.     | INTEREST. |                   | Amount outstanding. |
|-----------------------------------|---------------|-----------|-------------------|---------------------|
|                                   |               | Rate.     | When payable.     |                     |
| Second mortgage bonds .....       | July 1, 1893  | p.c.      | Jan. and July ... | \$50,000            |
| Debenture bonds.....              | Feb. 2, 1895  | c         | Feb. and Aug....  | 100,155             |
| Consolidated mortgage bonds ..... | April 1, 1893 | c         | April and Oct ... | 50,000              |
| Consolidated mortgage bonds ..... | April 1, 1898 | c         | April and Oct ... | 50,000              |
| Consolidated mortgage bonds ..... | April 1, 1903 | s         | April and Oct ... | 50,000              |
| Total .....                       | .....         | .....     | .....             | \$300,155           |

## Cost of Road and Equipment.

| ROAD.   | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.... | \$48,061 98  | \$337,334 74  |
| Electric appliances pertaining to road and superstructure.....  | 52,783 57  | 62,260 39   |
| Right of way.....   | .....  | 5,361 94  |
| Real estate .....   | 18,300 46  | 52,620 00   |
| Buildings and fixtures, exclusively used for electric purposes .....  | 9,580 82   | 84,468 43   |
| All other buildings and fixtures.....   | .....  | 97,493 20   |
| Total cost of road .....  | \$128,676 83   | \$639,538 70  |
| EQUIPMENT.  |  |   |
| Engines and dynamos.....  | \$39,585 28  | \$79,932 10   |
| .....   | *28,845 00   | 19,305 00   |
| .....   | *1,260 09  | 3,609 21  |
| ..... other than motor cars.....  | .....  | 34,800 00   |
| ..... or cars and fixtures.....   | 79,362 50  | 179,000 00  |
| ..... uture, tools and machinery.....   | 522 32   | 15,579 86   |
| ..... ons, trucks, snow-plows, sleighs.....   | 798 10   | 6,390 00  |
| Total cost of equipment.....  | \$90,163 11  | \$338,616 17  |
| Total cost of road and equipment.....   | \$218,839 94   | \$978,154 87  |

\*Decrease.

## REPORT OF THE RAILROAD COMMISSIONERS.

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |              |
|---|--------------|
| Additional and improved roadbed.....  | \$48,061 28  |
| Track wiring, poles, wires, etc.....  | 52,783 87    |
| Purchase of land for new station, etc.....  | 18,300 48    |
| New power station in progress.....  | 9,530 22     |
| Additional motor cars, etc.....   | 79,363 50    |
| The station in Lansingburgh has been increased by two dynamos, a new engine, with boilers and two 15,000 Watt dynamos, now being erected in Troy station..... | 39,585 25    |
| Snow-plows, tools, etc.....   | 1,320 43     |
|   | <hr/>        |
| Decrease in horses and harness, principally by sale and depreciation.....   | \$248,945 08 |
|   | 30,105 09    |
| Total.....  | <hr/>        |
|   | \$218,839 94 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                                 | \$356,825 08 |
| Less operating expenses (excluding all taxes).....                 | 244,726 83   |
| Net earnings from operation.....                                   | <hr/>        |
|  | \$112,098 25 |
| Income from other sources, as follows, viz.:                       |              |
| Sale of scraps and old material.....                               | \$1,148 86   |
| Dividends on stock of other companies.....                         | 280 00       |
| Premiums on stock sold in increasing capital.....                  | 63,266 12    |
|  | <hr/>        |
|  | 64,694 97    |
| Gross income from all sources.....                                 | <hr/>        |
|  | \$176,793 22 |
| Deductions from income, as follows, viz.:                          |              |
| Taxes on property used in operation of road.....                   | \$5,071 40   |
| Taxes on earnings and capital stock.....                           | 2,666 67     |
| Interest on funded debt due and accrued.....                       | 17,009 30    |
| Interest on floating debt.....                                     | 2,689 00     |
| Rents of leased roads.....   | 6,360 00     |
|  | <hr/>        |
|  | 33,756 37    |
| Net income from all sources.....                                   | <hr/>        |
|  | \$143,037 85 |
| Payments from net income, as follows, viz.:                        |              |
| Dividends declared, 10 per cent on capital stock of \$400,000..... | 40,000 00    |
| Surplus for year ending June 30, 1891.....                         | <hr/>        |
|  | \$103,037 85 |

## General Income Account.

|   |              |
|---|--------------|
| Surplus for year ending June 30, 1891.....  | \$103,037 85 |
| Surplus up to June 30, 1890.....  | \$98,429 44  |
| Settlement of claims for extra bridge tolls for eight years past, charged to profit and loss..... | 2,666 66     |
|   | <hr/>        |
|   | 96,763 73    |
| Total surplus June 30, 1891.....  | <hr/>        |
|   | \$199,800 63 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                                    |              |
|------------------------------------|--------------|
| From passengers.....               | \$356,437 25 |
| From transportation of papers..... | 287 80       |
| From advertising.....              | 100 00       |
| Total gross earnings.....          | <hr/>        |
|                                    | \$356,825 08 |

## OPERATING EXPENSES.

|  |      |
|--|------|
| Repairs of roadbed and track, operated by horses and by mechanical traction, including overhead and underground wires, cable and all other track fixtures..... |      |
| Repairs of buildings and fixtures, exclusively used for mechanical power,.....   | 1,83 |
| Repairs of all other buildings and fixtures.....   | 1,28 |
| Repairs of cars (not motor-) and other vehicles.....   | 6,11 |
| Repairs of motor cars and fixtures.....  | 2,55 |
| Repairs of harness and stable equipment.....   | 1    |
| Horseshoeing.....  | 5    |
| Renewals of horses.....  | 18   |
| Provender (including expense of grinding).....   | 28,9 |
| Salaries of general officers and clerks.....   |      |
| Wages of conductors and drivers on horse cars and motormen on cars propelled by mechanical traction.....   |      |

# TROY AND LANSINGBURGH.

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|   |            |
|---|------------|
| Wages of engineer, fireman and other employees at power-house.....  | \$3,806 31 |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... | 30,889 44  |
| Fuel and light, other than at power-house.....                      | 3,085 26   |
| Fuel, light and other supplies used at power-house.....             | 5,620 62   |
| Water tax.....  | 440 46     |
| Damages to persons and property.....                                | 1,191 24   |
| Legal expenses.....   | 495 00     |
| Advertising, printing and office expenses.....                      | 2,241 77   |
| Insurance.....  | 3,799 31   |
| Removal of snow and ice.....  | 8,020 18   |

## Contingencies:

|                                |          |
|--------------------------------|----------|
| Rent of leased bridges.....    | 6,640 00 |
| Rent of leased stable.....     | 900 00   |
| Rent of leased yard.....       | 100 00   |
| Bell punch and inspection..... | 1,699 41 |
| Telephone.....                 | 276 00   |
| Street sprinkling, etc.....    | 170 00   |
| Miscellaneous.....             | 2,669 60 |

Total operating expenses..... \$244,726 83

## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |              |
|------------------------|--------------|
| Cost of road.....      | \$639,538 70 |
| Cost of equipment..... | 398,616 17   |

### Other permanent investments, as follows, viz.:

|                               |                 |
|-------------------------------|-----------------|
| Mortgage.....                 | \$1,100 00      |
| Stock in other companies..... | 4,806 67        |
|                               | <u>5,906 67</u> |

### Current assets, as follows, viz.:

|                       |                       |
|-----------------------|-----------------------|
| Cash on hand.....     | \$96,926 82           |
| Supplies on hand..... | 86,150 12             |
|                       | <u>183,076 44</u>     |
|                       | <u>\$1,117,137 98</u> |

### LIABILITIES.

|                    |              |
|--------------------|--------------|
| Capital stock..... | \$600,000 00 |
| Funded debt.....   | 300,155 00   |

### Current liabilities, as follows, viz.:

|  |                       |
|--|-----------------------|
| Interest on funded debt due and accrued..... | \$4,878 89            |
| Bills payable.....                           | 11,400 00             |
| Open accounts.....                           | 2,403 46              |
|  | <u>18,182 35</u>      |
| Profit and loss (surplus).....               | 198,800 63            |
|  | <u>\$1,117,137 98</u> |

## Characteristics of Road, Equipment, Etc.

### Length of railway owned by company, as follows:

|   | Miles.        |
|---|---------------|
| Single track, main line, from Iron Works to Fourth street, Waterford..... | 6.615         |
| Second track on main line and branches.....                               | 6.685         |
| Total length of all tracks and sidings owned.....                         | <u>13.300</u> |

### Length of railways actually leased and operated by this company, as follows:

|   |       |
|---|-------|
| Single track from River street, Troy, to Cohoes.....            | 3.721 |
| Single track from Second avenue, Lansingburgh, to Cohoes.....   | 1.103 |
| Single track from from Fourth street, Waterford, to Cohoes..... | 1.876 |

|  |              |
|--|--------------|
| Length of single track leased.....                     | 6.700        |
| Length of all tracks and sidings.....                  | <u>8</u>     |
| Length of all tracks and sidings leased.....           | <u>9.700</u> |
| Length of all tracks and sidings owned and leased..... | <u>23</u>    |

|                                       |              |
|---------------------------------------|--------------|
| W... rails per yard.....              | 63½ lbs.     |
| G... ge of track.....                 | 4 ft. 8½ in. |
| N... ber of box cars, not motors..... | 26           |
| O... n cars, not motors.....          | 26           |
| H... ses.....                         | 117          |
| N... of motor cars, box.....          | 33           |

**Deductions from income, as follows, viz.:**

|   |            |
|---|------------|
| Taxes on property used in operation of road ..... | \$4,795 70 |
| Taxes on earnings and capital stock .....         | 31,674 20  |
| Taxes other than above .....                      | 225 24     |
| Interest on funded debt due and accrued .....     | 26,350 00  |
| Rent of leased lines .....                        | 65,296 38  |

**\$148,340 52**Net income from all sources ..... **\$110,392 31****Payments from net income, as follows, viz.:**Dividends declared, 10 per cent on capital stock ..... **60,000 00**Surplus for year ending June 30, 1891 ..... **\$50,392 31****General Income Account.**Surplus for year ending June 30, 1891 ..... **\$50,392 31**Surplus up to June 30, 1890 ..... **\$777,645 83****Less the following items:****Charged to profit and loss direct, viz.:**Amount due the city for back license fees, and arrears of percentage..... **\$56,635 32**Depreciation and over-valuation of cars, harness and horses, and open accounts heretofore improperly carried in equipment account..... **213,791 44****270,426 76****7,219 67**Total surplus June 30, 1891..... **\$57,611 06****Analysis of Gross Earnings and Operating Expenses.****EARNINGS.**From passengers, including leased lines..... **\$752,503 00****DETAILED STATEMENT OF RENTALS.**Bleecker Street and Fulton Ferry Railroad Company..... **\$92,500 00**Broadway Surface Railroad Company ..... **18,750 00**Ninth Avenue Railroad Company..... **2,000 00**Second Avenue Railroad Company..... **600 00**Third Avenue Railroad Company..... **400 00**Central Park, North and East River Railway Company..... **350 00**Dry Dock, East Broadway and Battery Railroad Company ..... **300 00**Forty-second and Grand Street Ferry Railroad Company..... **250 00**Total ..... **\$95,000 00****OPERATING EXPENSES.**Repairs of roadbed and track ..... **\$18,000 00**Repairs of buildings and fixtures..... **5,000 00**Repairs of cars and other vehicles..... **26,642 00**Repairs of harness and stable equipment..... **10,000 00**Horseshoeing..... **12,000 00**Renewals of horses and mules..... **32,000 00**Provender (including expense of grinding)..... **86,200 00**Salaries of general officers and clerks..... **21,300 00**Wages of conductors and drivers on horse cars..... **171,804 00**Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... **82,517 00**Light and fuel..... **4,800 00**Water tax..... **750 00**Damages to persons and property..... **8,000 00**Legal expenses..... **9,400 00**Advertising, printing and office expenses..... **1,600 00**Insurance..... **1,615 00**Removal of snow and ice..... **3,800 00**Contingencies, rental real estate, \$9,014; sundries, \$6.63..... **10 00**Total operating expenses ..... **\$50 75 00****General Balance Sheet June 30, 1891.****ASSETS.**Cost of road..... **\$1 00**Cost of equipment..... **\$0 00****Other permanent investments as follows, viz.:**Thirty-four shares Long Island Land Fertilizing Co..... **\$0 00**Six Bleecker Street and Fulton Ferry Railroad Company bonds..... **\$0 00**One hundred shares Bleecker Street stock..... **\$0 00**

*Current assets, as follows, viz.:*

|                       |             |                       |
|-----------------------|-------------|-----------------------|
| Cash on hand.....     | \$72,585 50 |                       |
| Bills receivable..... | 35,000 00   |                       |
| Supplies on hand..... | 5,684 74    |                       |
| Sundries.....         | 902 54      |                       |
|                       |             | \$114,172 78          |
|                       |             | <u>\$1,184,161 24</u> |

**LIABILITIES.**

|  |              |                       |
|--|--------------|-----------------------|
| Capital stock.....   | \$600,000 00 |                       |
| Funded debt.....   | 400,000 00   |                       |
| <i>Current liabilities, as follows, viz.:</i>                  |              |                       |
| Interest on funded debt due and accrued.....                   | 6,666 66     |                       |
| Open accounts.....   | 15,597 87    |                       |
| Sundries.....  | 47,649 86    |                       |
| Arrears, percentage and license fees Bleecker Street line..... | 56,635 32    |                       |
| Profit and loss (surplus).....                                 | 57,612 03    |                       |
|  |              | <u>\$1,184,161 24</u> |

**Characteristics of Road, Equipment, Etc.**

*Length of railway owned by company, as follows:*

|   | Miles.      |
|---|-------------|
| Single track, main line, from Twenty-third street, North river, to Twenty-third street, East river.....   | 2.375       |
| Single track, branch, from Second avenue and Twenty-third street to Thirty-fourth street, East river..... | .5          |
| Total length of single track on main line and branches.....   | 2.875       |
| Second track on main line and branches.....   | 2.375       |
| Sidings on main line and branches.....  | .5          |
| Total length of all tracks and sidings owned.....   | <u>5.75</u> |

*Length of railways actually leased and operated by this company, as follows:*

|  |              |
|--|--------------|
| Single track from Twenty-third street, North river, to Fulton Ferry..... | 4.50         |
| Second track and sidings.....  | 4.50         |
| Total length of all tracks and sidings leased.....                       | <u>9</u>     |
| Grand total length of all tracks and sidings owned and leased.....       | <u>14.75</u> |

|  |                    |
|--|--------------------|
| Weight of rail per yard.....                                       | 47 lbs.            |
| Gauge of track.....  | 4 ft. 8½ in.       |
| Number of box cars.....  | 100                |
| Horses and mules.....  | 918                |
| Schedule time making trip one way:                                 |                    |
| To East Twenty-third street.....                                   | 22 min.            |
| To East Thirty-fourth street.....                                  | 27 min.            |
| To Union Square.....   | 22 min.            |
| To Fulton Ferry.....   | 43 min.            |
| To Brooklyn bridge.....  | 34 min.            |
| Cars are run.....  | Every 1½ to 3 min. |
| Rate of fare per passenger.....                                    | 5 cts.             |
| Number of passengers carried in cars during year.....              | 15,050,052         |
| Average number of employees (including officials) during year..... | 545                |

**Salaries, Wages, Etc., of Officers and Employees.**

|                       | OFFICERS. | Annual salary. |
|-----------------------|-----------|----------------|
| General officers..... |           | \$26,388 64    |

**OTHER EMPLOYEES.**

|           | Average number of hours on duty per day. | Wages per day. |
|-----------|--|----------------|
| OPS.....  | 10                                       | \$2 00         |
| St.....   | 10                                       | 2 00           |
| Tr.....   | 10                                       | 2 50           |
| men.....  | 10                                       | 1 85           |
| men.....  | 10                                       | 1 75           |
| men.....  | 10                                       | 2 25           |
| pers..... | 10                                       | 1 75           |
|           | 9  | 2 64           |

## ACCIDENTS.

Injured.

Other than passengers or employees..... 5

## Officers of the Company.

| Name.                 | Title.              | Official Address.                |
|-----------------------|---------------------|----------------------------------|
| WM. L. ELKINS.....    | President.....      | 621 West 23d st., New York city. |
| P. A. B. WIDENER..... | Vice-President..... | 621 West 23d st., New York city. |
| THOS. H. MCLEAN.....  | Secretary.....      | 621 West 23d st., New York city. |
| CHAS. E. WARREN.....  | Treasurer.....      | 621 West 23d st., New York city. |

## Directors of the Company.

| Name.                  | Residence.        |
|------------------------|-------------------|
| WILLIAM L. ELKINS..... | Philadelphia, Pa. |
| P. A. B. WIDENER.....  | Philadelphia, Pa. |
| WM. H. KEMBLE.....     | Philadelphia, Pa. |
| THOS. H. MCLEAN.....   | New York city.    |
| HENRY THOMPSON.....    | New York city.    |
| CHARLES E. WARREN..... | Brooklyn, N. Y.   |
| D. B. HASBROUCK.....   | Brooklyn, N. Y.   |
| DANIEL S. LAMONT.....  | New York city.    |
| THOMAS F. RYAN.....    | New York city.    |
| A. S. ROSENBAUM.....   | New York city.    |
| S. V. CADWELL.....     | New York city.    |
| SOLOMON MEHRBACH.....  | New York city.    |
| GEORGE D. WIDENER..... | Philadelphia, Pa. |

Title of company, Twenty-third Street Railway Company.

General offices at 621 West Twenty-third street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in June.

For information as to this report, address Thomas H. McLean, Secretary.

## UTICA BELT LINE.

(Articles of incorporation, February 15, 1886; date of franchise, June 18, 1886.)

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. |
|---|----------------|---------------------|
| Authorized by law or charter and now outstanding..... | 1,500          | \$150,000           |

## FUNDED DEBT.

| DESIGNATION OF LIEN.          | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>ad-<br>vanc-<br>ed. |
|-------------------------------|--------------|-----------|------------------|-----------------------------|-----------------------------|
|                               |              | Rate.     | When<br>payable. |                             |                             |
| First mortgage bonds.....     | Nov. 1, 1939 | 5         | May 1, Nov. 1    | \$500,0                     | 1,000                       |
| * Second mortgage bonds ..... | Jan. 1, —    | 5         | Jan. 1, July 1   | 300,000                     | .....                       |

\* Issued \$200,000; sold \$69,500 at \$62,250.

# UTICA BELT LINE.

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## Cost of Road and Equipment.

| ROAD.   | Additions or betterments from Nov. 1 1889, to June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|---|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... | \$31,099 90  | \$417,216 69  |
| Electrical appliances pertaining to road and superstructure .....   | 43,618 44  | 43,618 44   |
| Real estate .....   | .....  | 19,559 31   |
| Buildings and fixtures, exclusively used for electric purposes .....  | 43,720 85  | 43,720 85   |
| All other buildings and fixtures .....  | 17,609 79  | 17,609 79   |
| Interest and discount charged to construction .....   | 53,753 25  | 53,753 25   |
| Miscellaneous .....   | 3,062 53   | 3,062 53  |
| Total cost of road .....  | \$192,864 76   | \$598,540 86  |
| <b>EQUIPMENT.</b>   |  |   |
| Cars .....  | \$22,650 12  | \$58,928 18   |
| Car appliances .....  | 4,369 41   | 4,369 41  |
| Electric motors .....   | 64,494 97  | 64,494 97   |
| Electric equipment .....  | 17,580 88  | 17,580 88   |
| Wagons, trucks, snow-plows, sleighs .....   | 1,627 96   | 1,627 96  |
| Total cost of equipment .....   | \$110,713 34   | \$146,991 40  |
| Grand total cost of road and equipment .....  | \$303,578 10   | \$745,532 26  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |              |
|--|--------------|
| From November 1, 1889, to June 30, 1891, there has been spent in new construction of the Utica Belt Line Street Railroad Company ..... | \$192,864 76 |
| New equipment of the Utica Belt Line Street Railroad Company .....   | 110,713 34   |
| New material, \$313,514.47; less old material sold, \$9,936 37. ....   | \$303,578 10 |
| The amount as shown June 30, 1890, as expended was .....   | 284,168 02   |
| The amount as shown June 30, 1890, to June 30, 1891, is .....  | \$19,410 08  |
| In equipment November 1, 1889, was shown 270 horses valued at .....  | \$32,831 48  |
| June 30, 1891, schedule shows 247 horses sold for .....  | 16,421 90    |
| June 30, 1891, schedule also shows 9 horses dead and a net loss of .....   | \$15,909 58  |
| June 30, 1891, schedule 13 horses on hand valued at .....  | 1,131 00     |
| June 30, 1891, profit and loss charge .....  | \$14,778 58  |
| November 1, 1889, harness valuation rendered .....   | \$2,438 39   |
| June 30, 1891, schedule of purchases valuation .....   | 34 00        |
| June 30, 1891, schedule of sales valuation .....   | \$2,472 39   |
| June 30, 1891, schedule of present valuation .....   | 112 50       |
| June 30, 1891, profit and loss charge .....  | \$2,359 89   |
| June 30, 1891, profit and loss charge .....  | 64 00        |
| June 30, 1891, profit and loss charge .....  | \$2,295 89   |
| <b>Income Account for Year Ending June 30, 1891.</b>   |              |
| Earnings from operation .....  | \$119,185 49 |
| Operating expenses (excluding all taxes) .....   | 94,460 96    |
| Earnings from operation .....  | \$24,724 53  |

## REPORT OF THE RAILROAD COMMISSIONERS.

|  |            |                    |
|--|------------|--------------------|
| <i>Deductions from income, as follows, viz.:</i> |            |                    |
| Taxes on property used in operation of road..... | \$1,475 88 |                    |
| Taxes on earnings and capital stock.....         | 661 23     |                    |
| Taxes other than above.....                      | 169 81     |                    |
| Interest on funded debt due and accrued.....     | 26,775 00  |                    |
| Interest on unfunded debt accrued.....           | 1,463 61   |                    |
|  |            | <u>\$45,485 53</u> |
| Deficit for year ending June 30, 1891.....       |            | <u>\$20,780 38</u> |

## General Income Account.

|   |                    |
|---|--------------------|
| Deficit for year ending June 30, 1891.....        | \$20,780 38        |
| Deficit up to June 30, 1890.....                  | 2,888 94           |
| Discount on sale of second mortgage bonds.....    | 6,904 94           |
| Depreciation on sale of horses, harness, etc..... | 17,083 47          |
| Total deficit June 30, 1891.....                  | <u>\$47,657 73</u> |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |                     |
|----------------------|---------------------|
| From passengers..... | <u>\$119,136 49</u> |
|----------------------|---------------------|

## OPERATING EXPENSES.

|  |                    |
|--|--------------------|
| Repairs to roadbed and track.....                                  | \$3,899 36         |
| Repairs of buildings and fixtures.....                             | 768 67             |
| Repairs and renewals of cars, motors and other vehicles.....       | 23,646 10          |
| Salaries of general officers and clerks.....                       | 8,143 98           |
| Wages of conductors and motormen.....                              | \$2,061 79         |
| Wages of engineer, firemen and other employees at power-house..... | 4,617 24           |
| Wages of watchmen, starters, switchmen, roadmen, etc.....          | 4,867 91           |
| Light and fuel other than at power-house.....                      | 130 61             |
| Fuel, light and other supplies used at power-house.....            | 6,180 45           |
| Water tax.....   | 114 32             |
| Damages to persons and property.....                               | 235 53             |
| Legal expenses.....  | 1,909 22           |
| Advertising, printing and office expenses.....                     | 6,444 73           |
| Insurance.....   | 1,170 01           |
| Removal of snow and ice.....                                       | 291 68             |
| Total operating expenses.....                                      | <u>\$94,460 96</u> |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |                     |
|--|---------------------|
| Cost of road.....                                      | \$598,540 86        |
| Cost of equipment.....                                 | 146,991 49          |
| <i>Other permanent investments, as follows, viz.:</i>  |                     |
| Treasury account second mortgage bonds, par value..... | 130,500 00          |
| <i>Current assets, as follows, viz.:</i>               |                     |
| Cash on hand.....                                      | \$5,945 91          |
| Open accounts.....                                     | 112 76              |
| Supplies on hand.....                                  | 6,906 99            |
| <i>Sundries:</i>                                       |                     |
| Horses.....  | 1,131 00            |
| Harness.....   | 64 00               |
| Water-light lease.....                                 | 990 00              |
| Insurance.....   | 240 89              |
|  | <u>15,391 54</u>    |
| Profit and loss (deficiency).....                      | <u>47,618 36</u>    |
|  | <u>\$939,042 15</u> |

## LIABILITIES.

|  |                   |
|--|-------------------|
| Capital stock.....                             | 69                |
| Funded debt.....                               | 69                |
| <i>Current liabilities, as follows, viz.:</i>  |                   |
| Interest on funded debt.....                   | \$4,221 62        |
| Interest on unfunded debt due and accrued..... | 796 14            |
| Bills payable.....                             | 78,633 84         |
| Open accounts.....                             | 4,937 66          |
| Sundries.....                                  | 453 87            |
|  | <u>84,040 13</u>  |
|  | <u>158,769 72</u> |



# UTICA BELT LINE

929

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by company, as follows :</i> |  | Miles. |
|---|--|--------|
| Single track, main line.....                            |  | 6.378  |
| Sidings on main line.....                               |  | 1.6    |
| Total length of all tracks and sidings owned.....       |  | 7.978  |

| <i>Length of railways actually leased and operated by this company, as follows :</i> |  |        |
|--|--|--------|
| Single track from Yorkville to Upper New York Mills.....                             |  | 1.75   |
| Single track from Main street, Utica, to New Hartford.....                           |  | 3.80   |
| Single track from Main street, Utica, to Whitesboro.....                             |  | 3.79   |
| Total length of single track leased.....   |  | 9.34   |
| Second track and sidings.....  |  | 5.     |
| Total length of all tracks and sidings leased.....                                   |  | 14.34  |
| Grand total length of all tracks and sidings owned and leased.....                   |  | 22.318 |

|   |                     |
|---|---------------------|
| Weight of rail per yard.....                          | 35 to 47 lbs.       |
| Gauge of track.....                                   | 4 ft. 8½ ins.       |
| Number of box cars, not motors.....                   | 29                  |
| Open cars, not motors.....                            | 12                  |
| Number of motor cars.....                             | 25                  |
| Rate of fare per passenger.....                       | Average, 4.7 cents. |
| Number of passengers carried in cars during year..... | 2,543,999           |

## Officers of the Company.

| <i>Name.</i>           | <i>Title.</i>             | <i>Official Address.</i>      |
|------------------------|---------------------------|-------------------------------|
| O. T. CROSBY.....      | President.....            | 180 Summer St., Boston, Mass. |
| CHARLES H. WILSON..... | Secretary and Treasurer.. | 180 Summer St., Boston, Mass. |
| W. W. COLE.....        | Superintendent.....       | Utica, N. Y.                  |

## Directors of the Company.

| <i>Name.</i>           | <i>Residence.</i> |
|------------------------|-------------------|
| O. T. CROSBY.....      | Boston, Mass.     |
| W. E. BAKER.....       | Boston, Mass.     |
| CHARLES H. WILSON..... | Boston, Mass.     |
| WINTHROP COFFIN.....   | Boston, Mass.     |
| J. W. BOYLE.....       | Utica, N. Y.      |
| CHARLES W. MATHEW..... | Utica, N. Y.      |
| CHARLES B. TEFFT.....  | Utica, N. Y.      |

Title of company, The Utica Belt Line Street Railroad Company.

General offices at 26 Main street, Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in January.

For information as to this report, address W. H. Whitney, Auditor, 180 Summer street, Boston, Mass.

## UTICA, CLINTON AND BINGHAMTON (Street Department).

LESSOR.

LESSEE—UTICA BELT LINE,

ort of this company, Lessor, in Surface Steam Roads, ante.

## UTICA AND MOHAWK.

(Date of charter, January 4, 1874.)

For history of organization, see Reports of 1885 and 1890.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter .....         | 5,000          | \$250,000           | .....                                      |
| Issued for actual cash and now outstanding | 1,000          | 50,000              | \$50,000                                   |

## FUNDED DEBT.

| DESIGNATION OF LIEN.                                      | When due.    | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---|--------------|-----------|------------------|-----------------------------|--|
|   |              | Rate.     | When<br>payable. |                             |  |
| First mortgage bonds .....                                | Aug. 1, 1893 | 6         | Feb. & Aug.      | \$15,000                    | \$15,000   |
| Purchase-money mortgages on<br>Utica Park .....           | Aug. 1, 1893 | 6         | May & Nov.       | 8,000                       | .....  |
| Purchase-money mortgages on<br>Bleecker street lots ..... | May 1, 1892  | 6         | May.             | 900                         | .....  |
| Mortgage gold bonds .....                                 | July 1, 1910 | 5         | Jan. & July      | 37,000                      | 37,000   |
| Total .....   | .....        | .....     | .....            | \$60,900                    | \$52,000   |

## Cost of Road and Equipment.

| ROAD.  | Additions or<br>betterments<br>during year<br>ending June<br>30, 1891. | Total cost<br>of road and<br>equipment<br>up to June<br>30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric<br>appliances pertaining to road and superstructure ..... | \$3,773 09   | \$16,319 45   |
| Electric appliances pertaining to road and superstructure.<br>Buildings and fixtures .....                         | 13,782 93<br>900 41  | 16,301 77<br>4,553 13   |
| Reduction in horse accounts charged to construction .....  | 2,140 09   | 2,140 09  |
| Total cost of road .....   | \$20,596 52  | \$24,554 45   |
| EQUIPMENT.   |  |   |
| Horses .....   | \$3,326 20   | 1 00  |
| Harness .....  | 12 00  | 00  |
| Cars, other than motor cars .....  | 740 80   | 20  |
| Motor cars and fixtures .....  | 20,891 48  | 15  |
| Wagons, trucks, snow-plows, sleighs .....  | 424 64   | 67  |
| Total cost of equipment .....  | \$18,718 72  | \$35 73   |
| Grand total cost of road and equipment .....   | \$39,315 24  | 1 00  |

\* Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|  |             |
|--|-------------|
| Balance of cost of extending tracks to Utica park, summer of 1890 .....  | \$1,504 78  |
| Reconstructing tracks with new forty-five pound rails, 2,000 feet, beginning at Genesee street, and new switches ..... | 2,268 81    |
| Balance of cost of changing from horse power to electricity .....  | 18,782 98   |
| Alterations at car-house .....   | 900 41      |
| Loss on auction sale of horses charged to construction account. ....   | 2,140 09    |
| Two open cars for trailers .....   | 740 80      |
| Balance, motor cars and fixtures, cost of changing from horse power to electricity .....                               | 20,891 48   |
| Snow-plows, wagons, plows, etc. ....   | 424 64      |
|  | <hr/>       |
| Deduct horses and harness sold .....   | \$42,653 44 |
|  | 8,338 20    |
| Total.....   | <hr/>       |
|  | \$39,315 24 |

Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$20,497 38 |
| Less operating expenses (excluding all taxes) ..... | 17,586 92   |
| Net earnings from operation.....                    | <hr/>       |
|   | \$2,910 48  |

Income from other sources, as follows, viz.:

|                                       |            |
|---------------------------------------|------------|
| Advertising in cars.....              | \$150 00   |
| Sale of old material .....            | 1,298 76   |
| Rent from Utica park, 1890, net ..... | 283 62     |
|                                       | <hr/>      |
|                                       | 1,732 38   |
| Gross income from all sources.....    | <hr/>      |
|                                       | \$4,642 81 |

Deductions from income, as follows, viz.:

|   |          |
|---|----------|
| Taxes on property used in operation of road ..... | \$238 42 |
| Taxes on earnings and capital stock .....         | 117 30   |
| Taxes other than above (R. R. Comm'rs) .....      | 18 92    |
| Interest on funded debt due and accrued.....      | 2,684 36 |
| Interest on temporary loans .....                 | 1,075 87 |
|   | <hr/>    |
|   | 4,129 87 |

|  |          |
|--|----------|
| Surplus for year ending June 30, 1891..... | <hr/>    |
|  | \$513 44 |

General Income Account.

|   |          |
|---|----------|
| Surplus for year ending June 1, 1891..... | \$513 44 |
| Surplus up to June 30, 1890.....          | 59 72    |
|   | <hr/>    |
|   | \$573 16 |
| Commissions paid on sale of bonds .....   | 290 00   |
| Total surplus June 30, 1891.....          | <hr/>    |
|   | \$283 16 |

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

|                      |             |
|----------------------|-------------|
| From passengers..... | <hr/>       |
|                      | \$20,497 38 |

OPERATING EXPENSES.

|  |             |
|--|-------------|
| Repairs of roadbed and track.....                              | \$530 88    |
| Repairs of buildings and fixtures.....                         | 234 03      |
| Repairs and renewals of cars, motors and other vehicles .....  | 951 07      |
| Repairs of electrical equipments .....                         | 752 87      |
| Salaries of general officers and clerks .....                  | 2,190 36    |
| Wages of conductors and motormen .....                         | 4,568 60    |
| Wages of watchmen, starters, switchmen, roadmen, etc. ....     | 708 96      |
| Light and fuel other than at power-house .....                 | 67 48       |
| or tax.....  | 12 59       |
| ages to persons and property .....                             | 35 00       |
| il expenses.....   | 165 90      |
| rtising, printing and office expenses.....                     | 770 85      |
| rance.....   | 255 13      |
| oval of snow and ice .....                                     | 264 78      |
| airs of harness, etc.....                                      | 42 45       |
| reshoeing.....   | 71 15       |
| ender.....   | 842 94      |
| ive power. (Power furnished by Utica Electric-light Co.) ..... | 5,041 36    |
| waste .....  | 91 14       |
| operating expenses .....                                       | <hr/>       |
|  | \$17,586 92 |

## REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |             |
|--|-------------|
| Cost of road .....                                   | \$64,584 48 |
| Cost of equipment.....                               | 30,397 52   |
| <i>Other permanent investments, as follows, viz:</i> |             |
| Real estate, Bleecker street lots.....               | 1,200 00    |
| Utica park.....                                      | 27,283 00   |
| Zoological collections.....                          | 285 50      |

*Current assets, as follows, viz:*

|                    |                     |
|--------------------|---------------------|
| Cash on hand ..... | \$128 75            |
| Open accounts..... | 13 92               |
|                    | 142 67              |
|                    | <u>\$133,468 25</u> |

## LIABILITIES.

|  |                     |
|--|---------------------|
| Capital stock.....                           | \$50,000 00         |
| Funded debt.....                             | 60,900 00           |
| <i>Current liabilities, as follows, viz:</i> |                     |
| Interest on funded debt accrued.....         | 860 00              |
| Bills payable.....                           | 21,428 10           |
| Profit and loss (surplus) .....              | 283 16              |
|  | <u>\$133,468 25</u> |

## Characteristics of Road, Equipment, Etc.

|   |             |
|---|-------------|
| <i>Length of railway owned by company, as follows:</i>          | Miles.      |
| Single track, main line, from Genesee street to Utica park..... | 2.75        |
| Sidings on main line and branches.....                          | .28         |
| Total length of all tracks and sidings owned .....              | <u>3.03</u> |

|  |                  |
|--|------------------|
| Weight of rail per yard.....                                       | 40, 45, 47 lbs.  |
| Gauge of track .....   | 4 ft. 8½ in.     |
| Number of box cars, not motors.....                                | 3                |
| Open cars, not motors .....  | 7                |
| Horses and mules.....  | 4                |
| Number of motor cars.....  | 7                |
| Schedule time making trip one way.....                             | 20 and 25 min.   |
| Cars are run .....   | Every 7½ min.    |
| Rate of fare per passenger.....                                    | 4, 5 and 10 cts. |
| Number of passengers carried in cars during year .....             | No record kept.  |
| Average number of employees (including officials) during year..... | 12 to 17         |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS. | Annual salary. |
|----------------------|----------------|
| President.....       | \$1,000 00     |
| Superintendent.....  | 600 00         |
| Clerk .....          | 520 00         |

## OTHER EMPLOYEES.

|                          | Average number of hours on duty per day. | Wages paid |
|--------------------------|--|------------|
| Conductors .....         | 13                                       | 15         |
| Motormen .....           | 13                                       | 15         |
| Watchman, night man..... | 13                                       | 17         |
| Day men .....            | 13                                       | .....      |
| Trackmen .....           | 10                                       | .....      |
| Laborers.....            | 10                                       | .....      |

Officers of the Company.

| <i>Name.</i>         | <i>Title.</i>       | <i>Official Address.</i> |
|----------------------|---------------------|--------------------------|
| JAMES F. MANN.....   | President.....      | Utica, N. Y.             |
| WM. E. LEWIS.....    | Secretary.....      | Utica, N. Y.             |
| GEORGE D. DIMON..... | Treasurer.....      | Utica, N. Y.             |
| FRANK L. EVARTS..... | Superintendent..... | Utica, N. Y.             |

Directors of the Company.

| <i>Name.</i>            | <i>Residence.</i> |
|-------------------------|-------------------|
| JAMES F. MANN.....      | Utica, N. Y.      |
| R. W. SHERMAN.....      | Utica, N. Y.      |
| WM. E. LEWIS.....       | Utica, N. Y.      |
| GEORGE D. DIMON.....    | Utica, N. Y.      |
| A. D. BARBER.....       | Utica, N. Y.      |
| T. R. PROCTOR.....      | Utica, N. Y.      |
| GEORGE H. WILEY.....    | Utica, N. Y.      |
| P. O. J. DEANGELIS..... | Utica, N. Y.      |
| M. W. VAN AUKEN.....    | Utica, N. Y.      |
| R. J. HOERLEIN.....     | Utica, N. Y.      |
| J. M. CHILDS.....       | Utica, N. Y.      |
| W. T. BAKER.....        | Utica, N. Y.      |
| W. M. WHITE.....        | Utica, N. Y.      |

Title of company, Utica and Mohawk Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Wednesday in January.

For information as to this report, address George D. Dimon, Treasurer.

VAN BRUNT STREET AND ERIE BASIN — (Brooklyn).

(Date of charter, February 15, 1861.)

For history of organization, see Report of 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter, issued for<br>actual cash and now outstanding..... | 15,000         | \$75,000            | \$75,000                                   |

FUNDED DEBT.

| SIGNATURE OF LIEN.  | When due.     | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---------------------|---------------|-----------|------------------|-----------------------------|--|
|                     |               | Rate.     | When<br>payable. |                             |  |
| mortgage bonds..... | April 1, 1882 | p.c.<br>6 | April & Oct.     | \$25,000                    | \$25,000   |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails.....             |  | \$89,511 07   |
| Real estate, interest on.....                      | \$100 35   | } 25,434 68   |
| Buildings and fixtures.....                        | 755 04   |   |
| Interest and discount charged to construction..... | 72 50  |   |
| Total cost of road.....                            | \$927 90   | \$94,945 73   |
| <b>EQUIPMENT.</b>                                  |  |   |
| Horses and harness.....                            | \$800 00   | \$8,120 00  |
| Cars.....  |  | 13,805 00   |
| Snow-plows.....                                    | 500 00   | 500 00  |
| Total cost of equipment.....                       | \$1,100 00   | \$22,425 00   |
| Grand total cost of road and equipment.....        | \$2,027 90   | \$117,370 73  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |            |
|---|------------|
| Addition to new stable.....                                       | \$755 04   |
| Interest on note given for purchase of real estate.....           | 100 35     |
| Discount on notes used in construction of buildings.....          | 72 50      |
| Twenty-two horses purchased, balance not charged to renewals..... | 600 00     |
| One snow sweeper.....   | 500 00     |
| Total.....  | \$2,027 90 |

## Income Account for Year Ending June 30, 1891.

|  |             |
|--|-------------|
| Gross earnings from operation.....                 | \$38,359 68 |
| Less operating expenses (excluding all taxes)..... | 25,064 44   |
| Net earnings from operation.....                   | \$13,295 19 |
| <i>Deductions from income, as follows, viz.:</i>   |             |
| Taxes on property used in operation of road.....   | \$379 07    |
| Taxes on earnings and capital stock.....           | 176 04      |
| Taxes other than above.....                        | 55 51       |
| Interest on funded debt due and accrued.....       | 1,500 00    |
| Assessment.....                                    | 500 00      |
|  | 2,611 68    |
| Surplus for year ending June 30, 1891.....         | \$10,683 57 |

## General Income Account.

|  |             |
|--|-------------|
| Surplus for year ending June 30, 1891..... | \$10,683 57 |
| Surplus up to June 30, 1890.....           | 1,179 89    |
| * Total surplus June 30, 1891.....         | \$11,863 46 |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                      |             |
|----------------------|-------------|
| From passengers..... | \$38,359 68 |
|----------------------|-------------|

## OPERATING EXPENSES.

|  |     |
|--|-----|
| Repairs of roadbed and track.....              | \$  |
| Repairs of buildings and fixtures.....         | x 4 |
| Repairs of cars.....                           | 1   |
| Repairs of harness and stable equipment.....   | 0   |
| Horseshoeing.....                              | 8   |
| Renewals of horses and mules.....              | 0   |
| Provender (including expense of grinding)..... | 3 1 |

\* This amount fails to agree with surplus as reported in balance sheet.—  
missioners.

# VAN BRUNT STREET AND ERIE BASIN.

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|   |            |
|---|------------|
| Salaries of general officers and clerks.....  | \$1,320 78 |
| Wages of conductors and drivers on horse cars, watchmen, starters, switchmen, roadmen, hostlers, etc..... | 12,680 57  |
| Light and fuel.....   | 153 51     |
| Water tax.....  | 20 19      |
| Damages to persons and property.....  | 108 00     |
| Legal expenses.....   | 26 00      |
| Advertising, printing and office expenses.....  | 667 61     |
| Insurance.....  | 298 69     |
| Removal of snow and ice.....  | 71 90      |

## Contingencies:

|                         |               |
|-------------------------|---------------|
| Rent of track.....      | \$200 00      |
| Hire of extra team..... | 42 00         |
|                         | <u>242 00</u> |

|                                |                    |
|--------------------------------|--------------------|
| Total operating expenses ..... | <u>\$25,064 44</u> |
|--------------------------------|--------------------|

## General Balance Sheet June 30, 1891.

### ASSETS.

|                        |             |
|------------------------|-------------|
| Cost of road.....      | \$94,945 78 |
| Cost of equipment..... | 22,425 00   |

### Current assets, as follows, viz.:

|                       |                     |
|-----------------------|---------------------|
| Cash on hand.....     | \$1,335 56          |
| Supplies on hand..... | 160 00              |
|                       | <u>1,495 56</u>     |
|                       | <u>\$118,866 29</u> |

### LIABILITIES.

|                    |             |
|--------------------|-------------|
| Capital stock..... | \$75,000 00 |
| Funded debt.....   | 25,000 00   |

### Current liabilities, as follows, viz.:

|                                |                     |
|--------------------------------|---------------------|
| Interest on funded debt.....   | 1,500 00            |
| Profit and loss (surplus)..... | 17,366 29           |
|                                | <u>\$118,866 29</u> |

## Characteristics of Road, Equipment, Etc.

### Length of railway owned by company, as follows:

|  | Miles.   |
|--|----------|
| Single track, main line, from Hamilton ferry to Erie Basin dry dock..... | 1.5      |
| Second track on main line and branches .....                             | 1.5      |
| Total length of all tracks and sidings owned.....                        | <u>3</u> |

|   |                    |
|---|--------------------|
| Weight of rail per yard.....  | 45 lbs.            |
| Gauge of track.....   | 4 ft. 8½ in.       |
| Number of box cars.....   | 6                  |
| Open cars.....  | 8                  |
| Horses and mules.....   | 33                 |
| Schedule time making trip one way.....                              | 12 minutes.        |
| Cars are run.....   | Every 6 to 10 min. |
| Rate of fare per passenger.....                                     | 3 cents.           |
| Number of passengers carried in cars during year.....               | 1,275,324          |
| Average number of employees (including officials), during year..... | 24                 |

## Salaries, Wages, Etc., of Officers and Employees.

### OFFICERS.

|                      | Annual salary, |
|----------------------|----------------|
| Superintendent ..... | \$1,200 00     |

### OTHER EMPLOYEES.

|                             | Average number of hours on duty per day. | Wages per day. |
|-----------------------------|--|----------------|
| Conductors and drivers..... | 12                                       | \$2 00         |
| Men.....                    | 10                                       | 1 50           |
| Horses.....                 | 12                                       | 1 71           |

## ACCIDENTS.

Injured

Passengers.....

## Officers of the Company.

| <i>Name.</i>         | <i>Title.</i>           | <i>Official Address.</i>           |
|----------------------|-------------------------|------------------------------------|
| MICHAEL MURPHY.....  | President.....          | 264 Van Brunt st., Brooklyn, N. Y. |
| WILLYS TERRY.....    | Secretary and Treas.... | 264 Van Brunt st., Brooklyn, N. Y. |
| TIMOTHY J. GAREY.... | Superintendent.....     | 264 Van Brunt st., Brooklyn, N. Y. |

## Directors of the Company.

| <i>Name.</i>               | <i>Residence.</i> |
|----------------------------|-------------------|
| MICHAEL MURPHY .....       | Brooklyn, N. Y.   |
| WILLYS TERRY .....         | Brooklyn, N. Y.   |
| JOSEPH WHITE .....         | Brooklyn, N. Y.   |
| BENJAMIN STEBBINS.....     | Brooklyn, N. Y.   |
| DAVID W. BINNS .....       | Brooklyn, N. Y.   |
| MICHAEL J. COFFEY.....     | Brooklyn, N. Y.   |
| THOMAS J. CUNNINGHAM ..... | Brooklyn, N. Y.   |

Title of company, Van Brunt Street and Erie Basin Railroad Company.

General offices at 264 Van Brunt street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in February.

For information as to this report, address Wylls Terry, Secretary.

## WATERTOWN.

(Date of incorporation, September 28, 1887.)

Date when franchise from the city was granted, November 22, 1887.

Work on construction commenced November 24, 1888.

The road opened for passengers May 20, 1891.

## \*Capital Stock.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Issued for actual cash and now outstanding. | 400            | \$40,000            | \$38,400                                   |

## Cost of Road and Equipment.

|   | ROAD.      | Total cost up to<br>June 30, 1891. |
|---|------------|------------------------------------|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure ..... |            | \$35,462 59                        |
| Electric appliances pertaining to road and superstructure.....  |            | 19,107 20                          |
| Right of way .....  |            | 300 44                             |
| Real estate .....   |            | 625 00                             |
| Buildings and fixtures.....   |            | 300 00                             |
| Interest and discount charged to construction.....  |            | 128 72                             |
| Total cost of road .....  |            | \$55,825 25                        |
|   | EQUIPMENT. |                                    |
| Cars, other than motor cars .....   |            | 10                                 |
| Motor cars and fixtures.....  |            | 5                                  |
| Wagons, trucks, snow-plows, sleighs.....  |            | 0                                  |
| Total cost of equipment.....  |            | \$15 6                             |
| Grand total cost of road and equipment.....   |            | \$71 3                             |

\*Previous to July first, a mortgage had been placed on the road for \$75,000 and issued, but none of them had been sold at that date; since that date some of them have been disposed of, and that will appear in the next report.



# WATERTOWN.

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## Income Account for Year Ending June 30, 1891.

|   |            |
|---|------------|
| Gross earnings from operation .....                 | \$3,183 60 |
| Less operating expenses (excluding all taxes) ..... | 2,170 23   |
| Gross income from all sources .....                 | \$1,013 37 |
| Payments from income, as follows, viz.:             |            |
| Construction .....                                  | 682 10     |
| Surplus for year ending June 30, 1891 .....         | \$331 27   |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                       |            |
|-----------------------|------------|
| From passengers ..... | \$3,183 60 |
|-----------------------|------------|

### OPERATING EXPENSES.

|  |            |
|--|------------|
| Repairs of buildings and fixtures .....                    | \$23 39    |
| Salaries of general officers and clerks .....              | 239 26     |
| Wages of conductors and motormen .....                     | 442 76     |
| Wages of watchmen, starters, switchmen, roadmen, etc ..... | 54 82      |
| Insurance .....  | 143 00     |
| Rent of power .....  | 905 00     |
| Rent of office and car-house .....                         | 362 00     |
| Total operating expenses .....                             | \$2,170 23 |

## General Balance Sheet June 30, 1891.

### ASSETS.

|                                   |             |
|-----------------------------------|-------------|
| Cost of road .....                | \$55,808 25 |
| Cost of equipment .....           | 13,616 65   |
| Current assets, as follows, viz.: |             |
| Cash on hand .....                | 331 27      |
| Supplies on hand .....            | 200 00      |
|                                   | \$70,013 17 |

### LIABILITIES.

|                                 |             |
|---------------------------------|-------------|
| Capital stock .....             | \$40,000 00 |
| Current liabilities:            |             |
| Bills payable .....             | 17,135 14   |
| Profit and loss (surplus) ..... | 12,873 03   |
|                                 | \$70,013 17 |

## Characteristics of Road, Equipment, Etc.

|   |               |
|---|---------------|
| Length of railway owned by company, as follows:                           | Miles.        |
| Single track, main line, from Pear and Water streets to city limits ..... | 2.5           |
| Sidings on main line and branches .....                                   | .11           |
| Total length of all tracks and sidings owned .....                        | 2.61          |
| Weight of rail per yard .....   | 50 lbs.       |
| Gauge of track .....  | 4 ft. 8½ in.  |
| Number of motor cars .....  | 3             |
| Schedule time making trip one way .....                                   | 25 min.       |
| Cars are run .....  | Every 15 min. |
| Rate of fare per passenger .....  | 5 cents.      |
| Number of passengers carried in cars during year .....                    | 64,317        |

## Salaries, Wages, Etc., of Officers and Employees.

### OFFICERS AND CLERKS.

|                      |                |
|----------------------|----------------|
| Superintendent ..... | Annual salary. |
| Bookkeeper .....     | \$1,000        |
|                      | 360            |

### OTHER EMPLOYEES.

|                           | Average number of hours on duty per day. | Wages per day. |
|---------------------------|--|----------------|
| Storers and drivers ..... | 11                                       | \$1 16½        |
| House men .....           | 12                                       | 1 31½          |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Officers of the Company.

| <i>Name.</i>         | <i>Title.</i>                | <i>Official Address.</i> |
|----------------------|------------------------------|--------------------------|
| A. D. REMINGTON..... | President.....               | Watertown, N. Y.         |
| E. S. GOODALE.....   | Secretary and Treasurer..... | Watertown, N. Y.         |
| W. H. COLE.....      | Superintendent.....          | Watertown, N. Y.         |

## Directors of the Company.

| <i>Name.</i>          | <i>Residence.</i> |
|-----------------------|-------------------|
| A. D. REMINGTON.....  | Watertown, N. Y.  |
| S. F. BAGG.....       | Watertown, N. Y.  |
| E. S. GOODALE.....    | Watertown, N. Y.  |
| JOHN C. THOMPSON..... | New York city.    |
| E. M. GATES.....      | Watertown, N. Y.  |
| J. MULLIN.....        | Watertown, N. Y.  |
| GEORGE B. MASSEY..... | Watertown, N. Y.  |

Title of company, Watertown Street Railway Company.

General offices at Watertown, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in October.

For information as to this report, address W. H. Cole, Superintendent.

## WATERFORD AND COHOES.

## LESSOR.

LESSOR—TBOY AND LANSINGBURGH.

(Date of charter, February 8, 1883.)

For history of organization, see Report of 1885.

## Capital Stock.

|  | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|--|----------------|---------------------|--|
| Authorized by law or charter and now<br>outstanding..... | 250            | \$25,000            | \$25,000                                   |

## Cost of Road.

Total cost up to  
June 30, 1891.

|                             |             |
|-----------------------------|-------------|
| Road built by contract..... | \$23,302 58 |
| Other items.....            | 1,578 68    |
| Total cost of road.....     | \$24,881 26 |

## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| <i>Gross income from all sources, as follows, viz.</i> |            |
| Rental.....  | \$1,750 00 |
| <i>Payments from income, as follows, viz.:</i>         |            |
| Dividends declared, 7 per cent on capital stock.....   | 00         |

## General Balance Sheet June 30, 1891.

| ASSETS.                                  |    |
|--|----|
| Cost of road.....                        | 20 |
| <i>Current assets, as follows, viz.:</i> |    |
| Cash on hand.....                        | 65 |
|  | 25 |
|  | 25 |

## LIABILITIES.

|                                |                    |
|--------------------------------|--------------------|
| Capital stock.....             | \$25,000 00        |
| Profit and loss (surplus)..... | 79 26              |
|                                | <u>\$25,079 26</u> |

## Salaries of Officers.

|                               |                |
|-------------------------------|----------------|
|                               | Annual salary. |
| Secretary and treasurer ..... | \$50 00        |

## Officers of the Company.

| Name.                | Title.                       | Official Address. |
|----------------------|------------------------------|-------------------|
| THOMAS BRESLIN ..... | President .....              | Waterford, N. Y.  |
| C. C. ORMSBY.....    | Secretary and Treasurer..... | Waterford, N. Y.  |

## Directors of the Company.

| Name.                         | Residence.       |
|-------------------------------|------------------|
| THOMAS BRESLIN.....           | Waterford, N. Y. |
| W. W. BRESLIN .....           | Waterford, N. Y. |
| JEHIEL W. HIMES .....         | Waterford, N. Y. |
| C. C. ORMSBY .....            | Waterford, N. Y. |
| F. B. PECK .....              | Waterford, N. Y. |
| JOHN KNICKERBACKER .....      | Troy, N. Y.      |
| THOMAS A. KNICKERBACKER ..... | Troy, N. Y.      |
| WILLIAM M. WHITE .....        | Utica, N. Y.     |

Title of company, The Waterford and Cohoes Railroad Company.

General offices at Waterford, N. Y.

Date of stockholders' annual meeting, second Tuesday in February.

For information as to this report, address C. C. Ormsby, Secretary.

## WATERVLIET TURNPIKE AND RAILROAD.

(Date of charter, chapter 141, Laws of 1828, amended by chapter 233, Laws of 1862.)

For history of organization, see Reports of 1889 and 1890.

During the year the injunction preventing the company from operating its road by electricity through the city of Albany was vacated, and the whole line is now operated by the overhead single trolley Thompson-Houston system, except the lumber district branch where horses are still used.

## Capital Stock and Funded Debt.

## CAPITAL STOCK.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Issued for actual cash and now outstanding. | 2,400          | \$240,000           | \$240,000                                  |

## FUNDED DEBT.

| DESIGNATION OF LIEN.  | When due.   | INTEREST. |                  | Amount<br>outstand-<br>ing. | Cash<br>realized<br>on amount<br>outstand-<br>ing. |
|---|-------------|-----------|------------------|-----------------------------|--|
|   |             | Rate.     | When<br>payable. |                             |  |
| 1 mortgage on corporate fran-<br>se, road, turnpike and equip-<br>nt..... | May 1, 1919 | p. c.     | May & Nov.       | \$350,000                   | \$339,150  |
| - 1 mortgage on same .....  | May 1, 1919 | 6         | May & Nov.       | 150,000                     | 110,800  |

## Cost of Road and Equipment.

| ROAD.  | Additions or betterments during year ending June 30, 1891. | Total cost of road and equipment up to June 30, 1891. |
|--|--|---|
| Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure..... | \$6,652 02   | \$347,826 06  |
| Electric appliances pertaining to road and superstructure.....   | 11,931 36  | 46,931 36   |
| Real estate.....   | 536 56   | 45,739 21   |
| Buildings and fixtures exclusively used for electric purposes.....   | 3,529 59   | 35,351 27   |
| All other buildings and fixtures.....  | .....  | 3,669 33  |
| Interest and discount charged to construction.....   | 42,800 30  | 58,760 69   |
| Purchase of constructed road, turnpike road.....   | 3,226 15   | 99,535 06   |
| Total cost of road, including turnpike road.....   | \$68,675 98  | \$637,914 23  |
| <b>EQUIPMENT.</b>  |  |   |
| Horses.....  | * 25,297 50  | \$375 00  |
| Cars, other than motor cars.....   | .....  | 8,410 19  |
| Motor cars and fixtures.....   | 16,328 27  | 74,400 34   |
| Wagons, trucks, snow-plows, sleighs.....   | 6,187 06   | 6,187 06  |
| Total cost of equipment.....   | \$17,217 83  | \$89,373 69   |
| Grand total cost of road and equipment, including turnpike.....  | \$85,893 81  | \$727,287 41  |

## DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

|   |             |
|---|-------------|
| Car equipment: seven car bodies and four trucks, with electrical equipments complete.....   | \$14,434 36 |
| Boilers, engine, generator and other electrical apparatus at power-house, extra armature, fields and rheostats for cars.....                      | 11,921 02   |
| Defending telephone suit for injunction.....  | 1,472 05    |
| Printing second mortgage bonds.....   | 4,363 30    |
| Discount on sale of \$124,000 W. T. and R. R. Company, second mortgage bonds.....   | 47 00       |
| Overhead structure (guard wire, etc.).....  | 38,406 00   |
| Track, (branch to base ball grounds, and relaying 8,000 feet of single track, West Troy, to conform to change of grade of street for paving)..... | 432 20      |
| Real estate, improvements to car barn.....  | 6,693 02    |
| Addition to power-house building.....   | 536 56      |
| Improvement to turnpike road.....   | 3,529 59    |
| Electric snow sweeper.....  | 3,226 15    |
| Road scraper and wagon.....   | 4,717 05    |
| Steam roller.....   | 270 00      |
| Total.....  | 1,200 00    |
| Less horses sold.....   | \$91,191 31 |
| Total.....  | 5,297 89    |
| Total.....  | \$85,893 81 |

## Income Account for Year Ending June 30, 1891.

|  |              |
|--|--------------|
| Gross earnings from operation.....                 | \$118,837 92 |
| Less operating expenses (excluding all taxes)..... | 111,726 95   |
| Gross income from all sources.....                 | 71           |
| <i>Deductions from income, as follows, viz.:</i>   |              |
| Taxes on earnings and capital stock.....           | \$4,505 82   |
| Interest on funded debt due and accrued.....       | 26,365 67    |
| Deficit for year ending June 30, 1891.....         | \$33.7 83    |

\* Credit.

# WATERVLIET TURNPIKE AND RAILROAD.

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## General Income Account.

|  |            |                 |
|--|------------|-----------------|
| Deficit for year ending June 30, 1891..... |            | \$28,789 52     |
| Surplus up to June 30, 1890.....           | \$1,906 15 |                 |
| Received on guarantee.....                 | 4,993 52   |                 |
|  |            | <u>6,899 67</u> |
| Total deficit June 30, 1891.....           |            | \$16,889 85     |

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

|                           |                     |
|---------------------------|---------------------|
| From passengers.....      | \$118,665 82        |
| Expressage.....           | 69 66               |
| Rent of buildings.....    | 102 50              |
| Total gross earnings..... | <u>\$118,837 92</u> |

### OPERATING EXPENSES.

|   |                     |
|---|---------------------|
| Repairs of roadbed and track, operated by mechanical traction, including overhead and underground wires and all other track fixtures..... | \$3,233 88          |
| Repairs of buildings and fixtures exclusively used for mechanical power.  | 680 45              |
| Repairs of all other buildings and fixtures.....  | 409 77              |
| Repairs of motor cars and fixtures.....   | 22,919 13           |
| Repairs of harness and stable equipment.....  | 142 40              |
| Horseshoeing.....   | 265 22              |
| Renewals of horses and mules.....   | 311 00              |
| Provender (including expense of grinding).....  | 2,050 49            |
| Salaries of general officers and clerks.....  | 4,873 53            |
| Maintenance overhead structure.....   | 3,747 61            |
| Wages of conductors and motormen on cars propelled by mechanical traction.....  | 26,523 82           |
| Wages of engineer, fireman and all others employed at power-house.....  | 4,780 39            |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....   | 2,598 16            |
| Light and fuel, other than at power-house.....  | 994 24              |
| Fuel, light and other supplies used at power-house.....   | 8,829 06            |
| Tolls paid Troy and West Troy Bridge Company.....   | 7,558 26            |
| Damages to persons and property.....  | 6,651 00            |
| Legal expenses.....   | 1,120 94            |
| Advertising, printing and office expenses.....  | 912 41              |
| Insurance.....  | 4,198 00            |
| Removal of snow and ice.....  | 6,864 85            |
| Contingencies:  |                     |
| Directors' meetings.....  | \$397 22            |
| Rental bell punches.....  | 609 00              |
| Detectives.....   | 270 55              |
| Subscription to fairs, etc.....   | 575 00              |
| Waiting-room, Troy.....   | 99 98               |
| Rental of cars for fair, 1890.....  | 250 00              |
|   | <u>2,201 73</u>     |
| Total operating expenses.....   | <u>\$111,725 95</u> |

## General Balance Sheet June 30, 1891.

### ASSETS.

|  |                     |
|--|---------------------|
| Cost of road.....                              | \$538,250 82        |
| Cost of equipment.....                         | 89,372 59           |
| Other permanent investments, as follows, viz.: |                     |
| Turnpike road.....                             | 99,655 00           |
| Fixtures base ball grounds.....                | 1,500 00            |
| Current assets, as follows, viz.:              |                     |
| Cash on hand.....                              | 838 33              |
| Open accounts.....                             | 8,589 47            |
| Supplies on hand.....                          | 2,515 31            |
| Profit and loss (deficiency).....              | 16,869 68           |
|  | <u>\$757,590 37</u> |

### LIABILITIES.

|  |                     |
|--|---------------------|
| Capital stock.....                           | \$240,000 00        |
| Bonded debt.....                             | 500,000 00          |
| Current liabilities, as follows, viz.:       |                     |
| Interest on funded debt due and accrued..... | 5,000 00            |
| Accounts payable.....                        | 3,000 00            |
| Accounts on accounts.....                    | 9,556 30            |
| Interest on bills payable.....               | 34 07               |
|  | <u>\$757,590 37</u> |

## REPORT OF THE RAILROAD COMMISSIONERS.

## Characteristics of Road, Equipment, Etc.

| <i>Length of railway owned by the company, as follows:</i>          |  | Miles.           |
|---|--|------------------|
| Single track, main line, from Albany to Green island .....          |  | 7.25             |
| Single track, branch, from Albany to lumber district .....          |  | 1.00             |
| Single track, branch, Troy .....                                    |  | .06              |
| Total length of single track on main line and branches .....        |  | 8.31             |
| Second track on main line and branches .....                        |  | 7.116            |
| Total length of all tracks and sidings owned .....                  |  | 15.536           |
| Weight of rail per yard .....                                       |  | 35 and 50 lbs.   |
| Gauge of track .....  |  | 4 feet 8½ in.    |
| Number of box cars, not motors .....                                |  | 19               |
| Open cars, not motors .....   |  | 7                |
| Horses and mules .....  |  | 4                |
| Number of motor cars .....  |  | 29               |
| Schedule time making trip one way .....                             |  | 50 min.          |
| Cars are run .....  |  | Every 10 min.    |
| Rate of fare per passenger .....                                    |  | 5, 8 and 10 cts. |
| Number of passengers carried in cars during year .....              |  | 1,972,254        |
| Average number of employees (including officials) during year ..... |  | 104              |

## Salaries, Wages, Etc., of Officers and Employees.

| OFFICERS AND CLERKS.  | Annual salary. |
|---|----------------|
| President, vice-president, secretary and treasurer, superintendent, assistant superintendent and bookkeeper ..... | \$6,122        |
| Toll-collector .....  | 729            |

## OTHER EMPLOYEES.

|                            | Average number of hours on duty per day. | Wages per day.   |
|----------------------------|--|------------------|
| Conductors .....           | 11                                       | } 16 cts per hr. |
| Drivers .....              | 11                                       |                  |
| Starters .....             | 12                                       |                  |
| Watchmen .....             | 12                                       |                  |
| Roadmen .....              | 10                                       |                  |
| Hostlers .....             | 10                                       | \$1.50           |
| Car cleaners .....         | 10                                       | 1.40             |
| Engineers .....            | 12                                       | 1.60             |
| Firemen .....              | 12                                       | 2.75             |
| Linemen .....              | 12                                       | 1.75             |
| Electrical repairers ..... | 10                                       | 2.50             |

## ACCIDENTS.

|                  | Injured. | Killed. | Total. |
|------------------|----------|---------|--------|
| Passengers ..... | 4        | 1       | 5      |
| Employee .....   | 1        | .....   | 1      |
| Others .....     | 2        | .....   | 2      |
| Total .....      | 7        | .....   | 6      |

## Officers of the Company.

| Name.                           | Title.                        | Office. |
|---------------------------------|-------------------------------|---------|
| WM. BAYARD VAN RENSSELAER ..... | President .....               | Albany. |
| JOHN J. ACKER .....             | Vice-President .....          | Albany. |
| CANTINE TREMPER .....           | Secretary and Treasurer ..... | Albany. |
| GEORGE EMMETT .....             | Superintendent .....          | Albany. |

## Directors of the Company.

| <i>Name.</i>                   | <i>Residence.</i> |
|--------------------------------|-------------------|
| JAMES B. JERMAIN .....         | Albany, N. Y.     |
| CHARLES NEWMAN .....           | Albany, N. Y.     |
| J. W. TILLINGHAST .....        | Albany, N. Y.     |
| JOHN J. ACKER .....            | Albany, N. Y.     |
| LEDYARD COGSWELL .....         | Albany, N. Y.     |
| WM. BAYARD VAN HENSELAER ..... | Albany, N. Y.     |
| J. HOWARD KING .....           | Albany, N. Y.     |
| A. N. BRADY .....              | Albany, N. Y.     |
| THOS. A. KNICKERBOCKER .....   | Troy, N. Y.       |

Title of company, Watervliet Turnpike and Railroad Company.

General offices at 1165 Broadway, Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in February.

For information as to this report, address Cantine Tromper, Secretary and Treasurer.

## 'WEST SIDE (Binghamton).

## LESSOR.

LESSEE — COURT STREET AND EAST END.

(Date of charter, September 24, 1887.)

Work begun July 7, 1890. Track was laid from Oak street to Beethoven street, and to Bennett park on Beethoven street, and equipped with cars and horses. The entire road and equipment, as far as completed, leased to the Court Street and East End Railroad Company August 20, 1890.

## Capital Stock.

|   | No. of shares. | Total<br>par value. | Cash realized<br>on amount<br>outstanding. |
|---|----------------|---------------------|--|
| Authorized by law or charter .....      | 250            | \$25,000            | .....                                      |
| Issued for actual cash .....            | 50             | \$5,000             | \$5,000                                    |
| Issued on account of construction ..... | 200            | 20,000              | .....                                      |
| Total now outstanding .....             | 250            | \$25,000            | \$5,000                                    |

## Cost of Road and Equipment.

|  | ROAD.      | Total cost up to<br>June 30, 1891. |
|--|------------|------------------------------------|
| Right of way .....                     |            | \$2,228 80                         |
| Road built by contract .....           |            | 20,000 00                          |
| Total cost of road .....               |            | \$22,228 80                        |
|  | EQUIPMENT. |                                    |
| Horses .....                           |            | \$1,141 20                         |
| Cars .....                             |            | 1,630 00                           |
| Total cost of equipment .....          |            | \$2,771 20                         |
| Total cost of road and equipment ..... |            | \$25,000 00                        |

## Income Account for Year Ending June 30, 1891.

Income from all sources, as follows, viz.:

Amount received from lessee .....

\$500 00

Expenses from income, as follows, viz.:

Binghamton and Port Dickinson Railroad for use of its tracks .....

500 00

# 944 REPORT OF THE RAILROAD COMMISSIONERS.

## General Balance Sheet June 30, 1891.

| ASSETS.                 |  |                    |
|-------------------------|--|--------------------|
| Cost of road .....      |  | \$22,236 00        |
| Cost of equipment ..... |  | 2,771 20           |
|                         |  | <u>\$25,000 00</u> |
| LIABILITIES.            |  |                    |
| Capital stock .....     |  | \$25,000 00        |

### Officers of the Company.

| Name.              | Title.                        | Official Address. |
|--------------------|-------------------------------|-------------------|
| C. M. STONE .....  | President .....               | Binghamton, N. Y. |
| W. G. PHELPS ..... | Secretary and Treasurer ..... | Binghamton, N. Y. |

### Directors of the Company.

| Name.                 | Residence.        |
|-----------------------|-------------------|
| C. M. STONE .....     | Binghamton, N. Y. |
| GEORGE F. LYON .....  | Binghamton, N. Y. |
| W. G. PHELPS .....    | Binghamton, N. Y. |
| MILES LEONARD .....   | Binghamton, N. Y. |
| J. W. MAINER .....    | Binghamton, N. Y. |
| F. S. TITCHENER ..... | Binghamton, N. Y. |
| W. H. STONE .....     | Binghamton, N. Y. |

Title of company, West Side Street Railway Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address W. G. Phelps, Secretary.

### WEST SIDE (Buffalo).

(Date of charter, August 12, 1887.)

The company's line in Elmwood avenue was operated until January 30, 1891, in connection with the Buffalo Street Railroad Company's lines, and the service was furnished by the said Buffalo Street Railroad Company, this company owning no equipment.

On January 30, 1891, this company's roads, property and franchises was leased for the entire unexpired term of its existence to the Buffalo Railway Company.

### Capital Stock.

|  | No. of shares. | Total par value. | Cash realized on amount outstanding. |
|--|----------------|------------------|--------------------------------------|
| Authorized by law or charter .....         | 1,000          | \$100,000        | .....                                |
| Issued for actual cash and now outstanding | 1,000          | 100,000          | \$100,000                            |

### Cost of Road.

|   | Additions or betterments during year ending June 30, 1891. | Total cost of road to June 30, 1891. |
|---|--|--------------------------------------|
| Roadbed, superstructure and rails ..... | \$61,117 05  | 67                                   |

### DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Two and eight hundred and fifty-eight thousandths miles new road on Clinton street and sundry betterments on Elmwood avenue road .....



## Income Account for Year Ending June 30, 1891.

|  |            |
|--|------------|
| Gross earnings from operation .....  | \$2,566 72 |
| <i>Income from other sources, as follows, viz.:</i>  |            |
| Rent .....   | 3,020 78   |
| Gross income from all sources.....   | \$5,587 50 |
| <i>Deductions from income, as follows, viz.:</i>   |            |
| Taxes on property used in operation of road on earnings and capital stock and all other taxes..... | 2,456 59   |
| Surplus for year ending June 30, 1891.....   | \$3,130 91 |

## General Income Account.

|   |            |
|---|------------|
| Surplus for year ending June 30, 1891 ..... | \$3,130 91 |
| Surplus up to June 30, 1890.....            | 1,149 02   |
| Total surplus June 30, 1891.....            | \$4,279 93 |

## General Balance Sheet June 30, 1891.

## ASSETS.

|  |              |
|--|--------------|
| Cost of road.....                        | \$102,838 67 |
| <i>Current assets, as follows, viz.:</i> |              |
| Open accounts.....                       | 3,020 78     |
|  | \$105,859 45 |

## LIABILITIES.

|                                |              |
|--------------------------------|--------------|
| Capital stock.....             | \$100,000 00 |
| Open accounts.....             | 1,879 52     |
| Profit and loss (surplus)..... | 4,279 93     |
|                                | \$105,859 45 |

## Characteristics of Road, Equipment, Etc.

|   |         |
|---|---------|
| Number of passengers carried in cars, July 1 to January 31 (including transfers)..... | 262,556 |
| For all other data, see report of Buffalo Railway Company, <i>ante</i> .              |         |

## Officers of the Company.

| Name.                  | Title.              | Official Address. |
|------------------------|---------------------|-------------------|
| MURRY A. VERNER.....   | President.....      | Pittsburgh, Pa.   |
| FORSTER NORTON.....    | Secretary.....      | Buffalo, N. Y.    |
| JOSEPH S. BAECHER..... | Treasurer.....      | Buffalo, N. Y.    |
| EDWARD EDWARDS.....    | Superintendent..... | Buffalo, N. Y.    |

## Directors of the Company.

| Name.                     | Residence.        |
|---------------------------|-------------------|
| MURRY A. VERNER.....      | Pittsburgh, Pa.   |
| H. SELLERS MCKEE.....     | Pittsburgh, Pa.   |
| HENRY M. WATSON.....      | Buffalo, N. Y.    |
| SAMUEL S. SPAULDING.....  | Buffalo, N. Y.    |
| WILLIAM H. WATSON.....    | Buffalo, N. Y.    |
| EDWARD E. DENNISTON.....  | Philadelphia, Pa. |
| THOMAS DEWITT OUYLES..... | Philadelphia, Pa. |

Title of company, West Side Street Railway Company.

General offices at 346 Main street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

Information as to this report, address Joseph S. Baecher, Treasurer.

## YONKERS.

## RECEIVER'S REPORT.

## Income Account for Year Ending June 30, 1891.

|   |             |
|---|-------------|
| Gross earnings from operation .....                 | \$29,135 73 |
| Less operating expenses (excluding all taxes) ..... | 30,006 30   |
| Deficit from operation .....                        | \$570 67    |
| <i>Income from other sources, as follows, viz.:</i> |             |
| Sundries .....                                      | \$98 29     |
| Rent .....  | 99 00       |
| Miscellaneous .....                                 | 83 84       |
| Incidentals .....                                   | 483 25      |
|   | 764 38      |
| Deficit .....                                       | \$108 55    |
| <i>Charges against income, as follows, viz.:</i>    |             |
| Taxes on property used in operation of road .....   | \$161 11    |
| Taxes on earnings .....                             | 148 89      |
|   | 310 10      |
| Deficit for year ending June 30, 1891 .....         | \$418 65    |

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

|                       |             |
|-----------------------|-------------|
| From passengers ..... | \$29,135 73 |
|-----------------------|-------------|

## OPERATING EXPENSES.

|  |             |
|--|-------------|
| Repairs of roadbed and track .....                                   | \$1,198 84  |
| Repairs of buildings and fixtures .....                              | 164 75      |
| Repairs of cars and other vehicles .....                             | 404 05      |
| Repairs of harness and stable equipment .....                        | 372 95      |
| Horseshoeing .....   | 938 15      |
| Renewals of horses and mules .....                                   | 658 80      |
| Provender (including expense of grinding) .....                      | 9,330 16    |
| Salaries of general officers and clerks .....                        | 1,693 61    |
| Wages of conductors and drivers on horse cars .....                  | 8,289 72    |
| Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. .... | 3,977 59    |
| Light and fuel .....   | 196 11      |
| Water tax .....  | 59 89       |
| Legal expenses .....   | 306 38      |
| Advertising, printing and office expenses .....                      | 134 08      |
| Insurance .....  | 349 47      |
| Removal of snow and ice .....  | 47 54       |
| Contingencies .....  | 1,826 65    |
| Total operating expenses .....                                       | \$30,006 30 |

## SUMMARY OF CONTINGENCIES, AS ABOVE.

|   |            |
|---|------------|
| Detective services .....                  | \$106 09   |
| Veterinary .....                          | 126 91     |
| Interest on mortgage .....                | 1,367 05   |
| Interest on receiver's certificates ..... | 61 88      |
| Telegraph service and miscellaneous ..... | 102 64     |
| Incidentals .....                         | 469 52     |
| Oil and waste .....                       | 22 25      |
|   | \$3,266 15 |
| Error in "interest on mortgage" .....     | 420 80     |
|   | \$1.8      |

## Salaries, Wages, Etc., of Officers and Employees.

## OFFICERS AND CLERKS.

## Annual

|                      |     |
|----------------------|-----|
| Superintendent ..... | \$9 |
| Day clerk .....      | 4   |
| Night clerk .....    | 2   |
| Book-keeper .....    | -   |

## OTHER EMPLOYEES.

|                | Average<br>number of<br>hours on duty<br>per day. | Wages per<br>day. |
|----------------|---|-------------------|
| Drivers .....  | 13  | \$3 00            |
| Watchmen ..... | 12  | 1 75              |
| Roadmen.....   | 9   | 1 50              |
| Hostlers.....  | 9   | 1 50              |

Title of company, Yonkers Railway Company.

General offices at Yonkers, N. Y.

For information as to this report, address the Company, at general offices.



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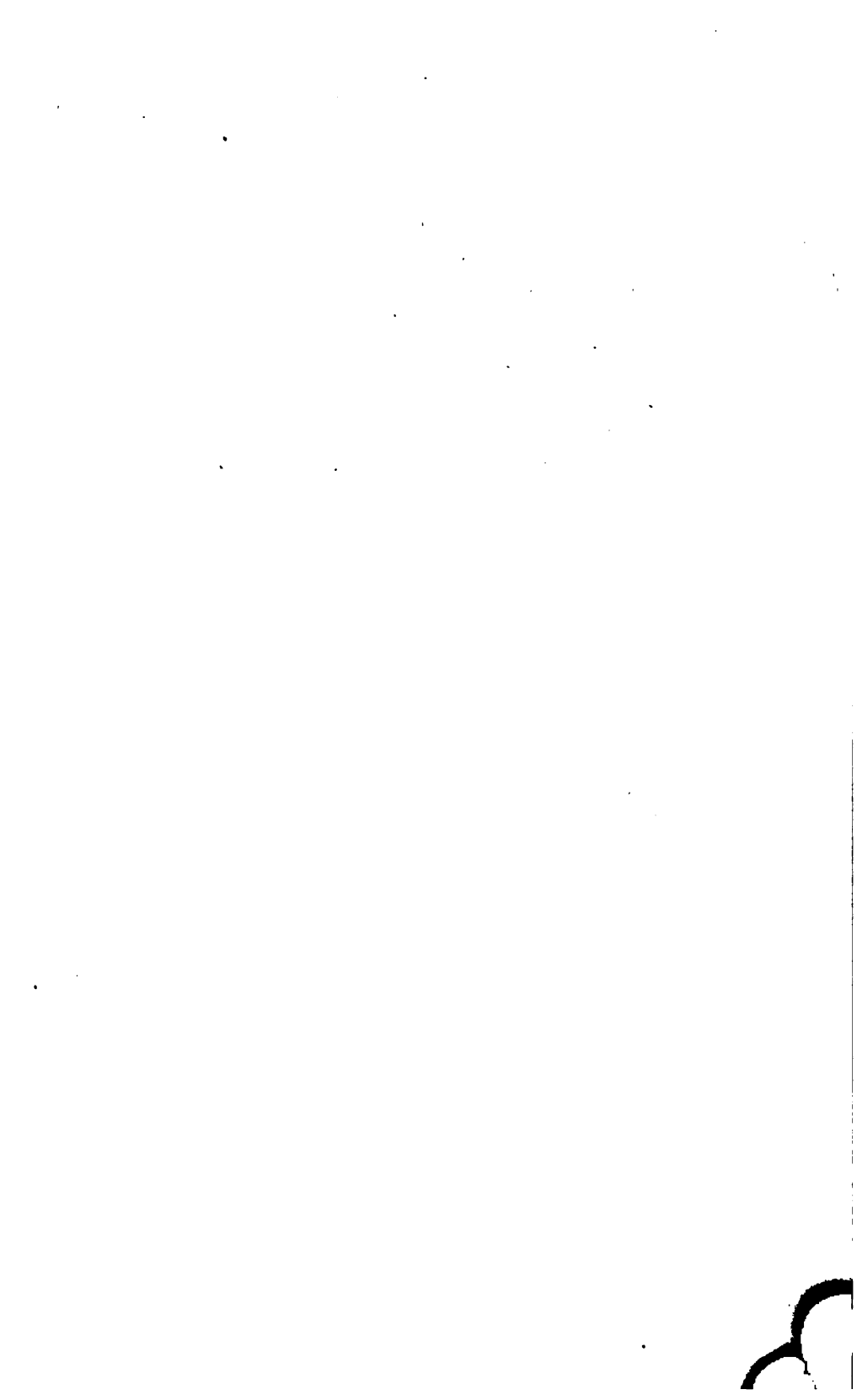
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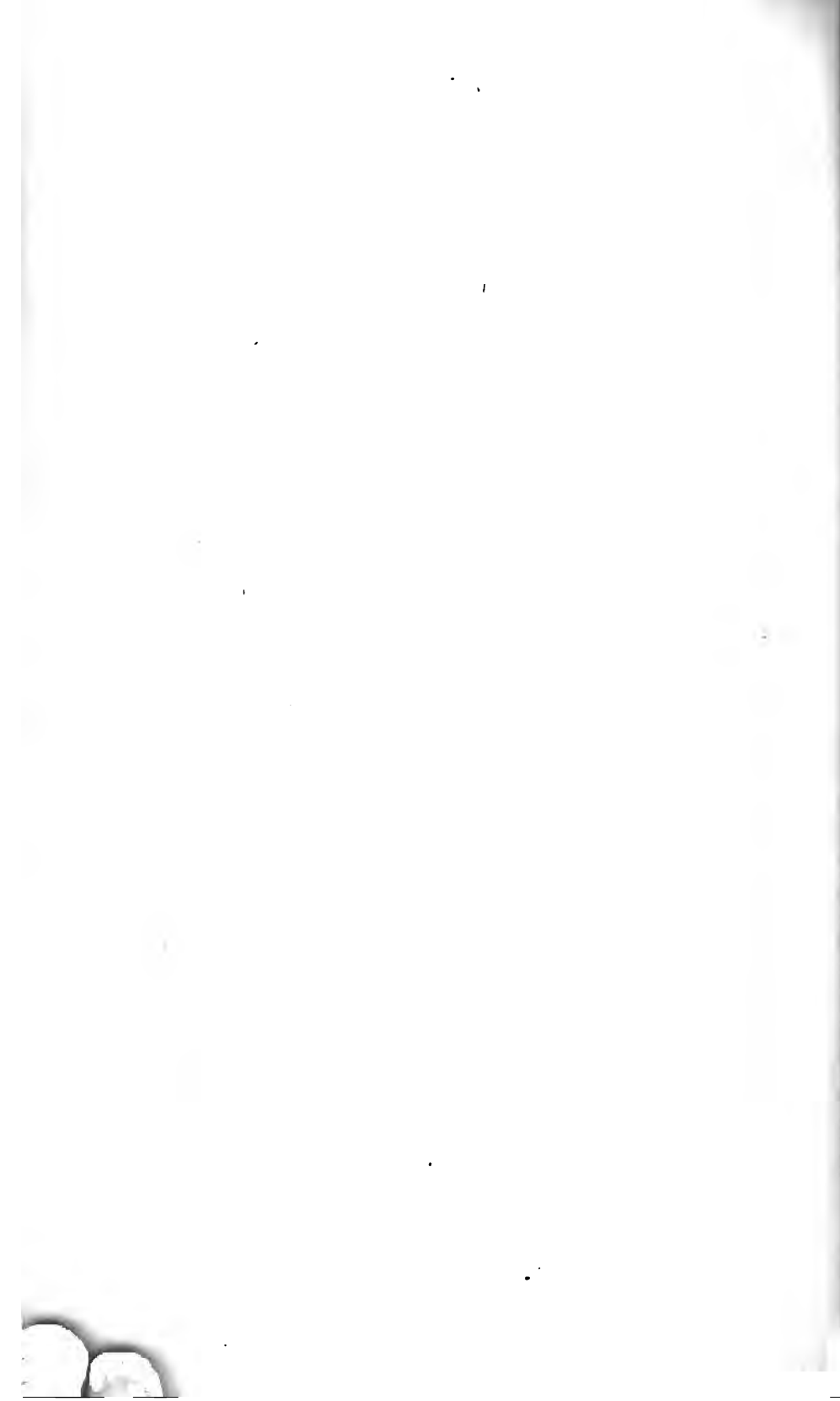
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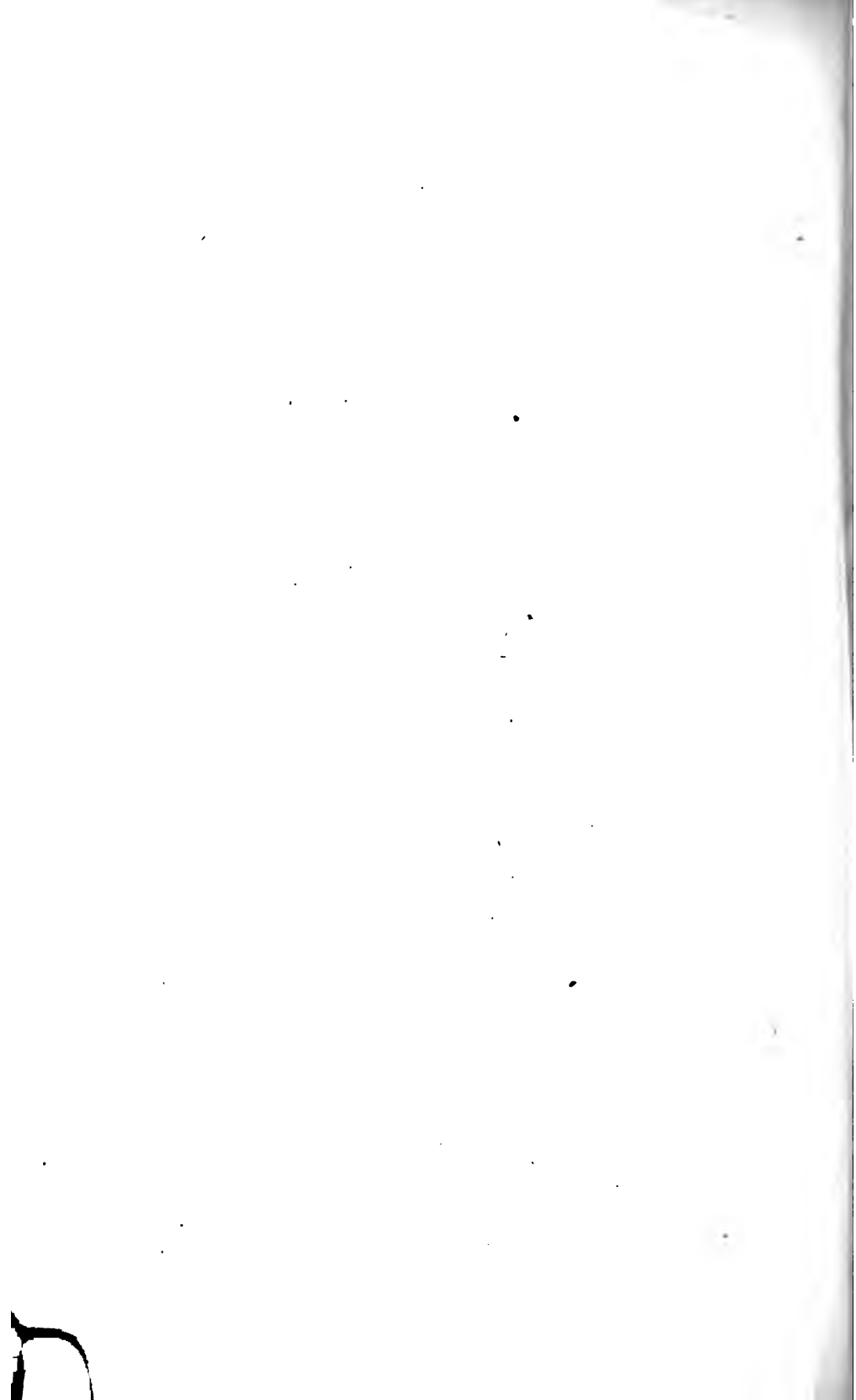
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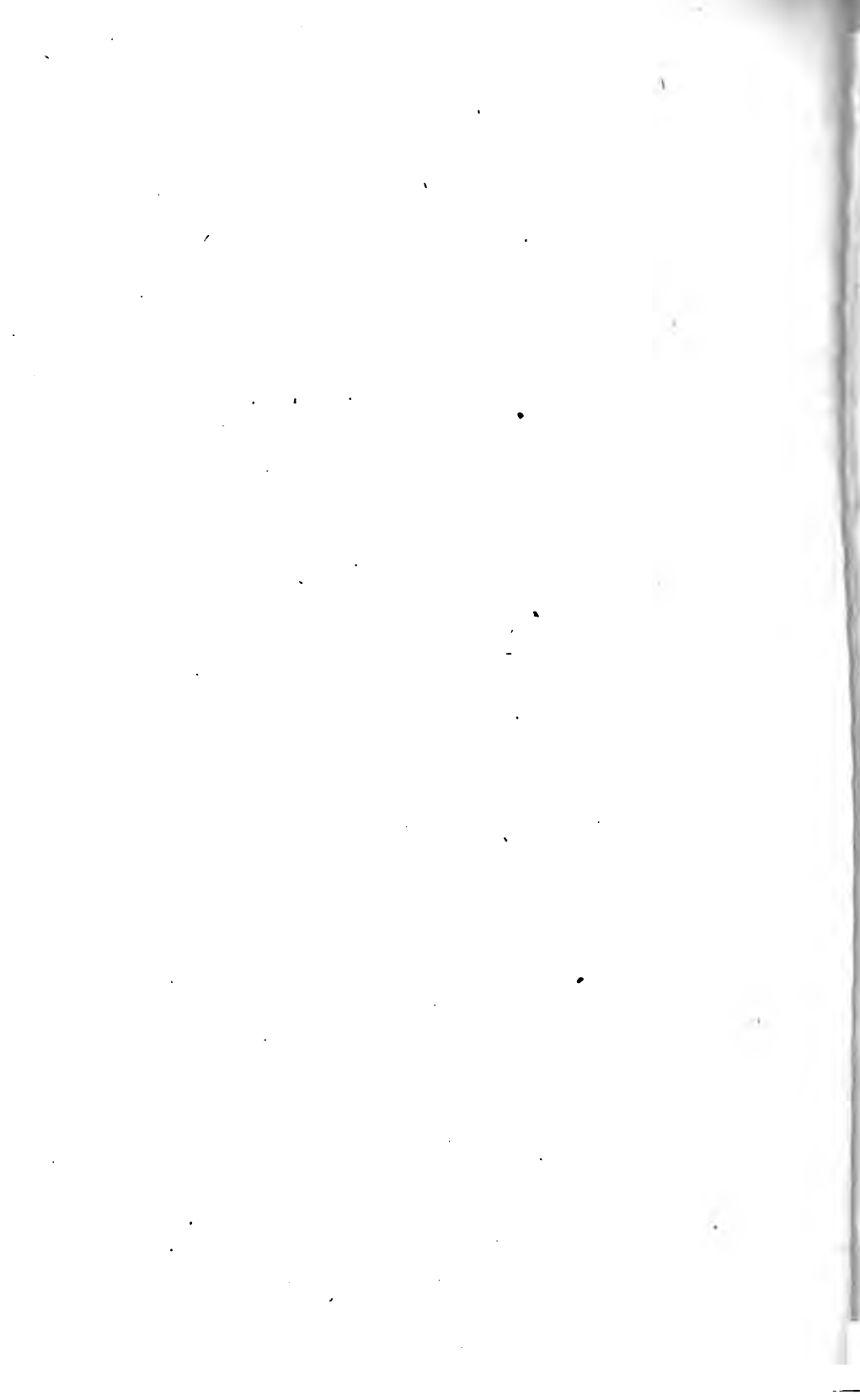


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